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The Hongkong Telegraph.

FOUNDED 1862 六拜禮 號五月正英港 SATURDAY, JANUARY 5, 1924. 日九十月一

Firestone Tires
At Indianapolis, May 30th, 1923
in the biggest racing event of
the year, 500 miles on a brick-
paved track—the first four
drivers used FIRESTONE tires;
eight of the ten money-winning cars
were Firestone equipped; and
not one Gam Dipped Car failed
during the entire race.
That's how FIRESTONE
CORDS stand up under terrific
heat and extraordinary wear. It is due
to their especially tough tread and
Gum Dipped carcass.
THE DRAGON MOTOR CAR CO., LTD.

THE PARIS FLOODS.

TO-DAY LIKELY TO BE CRITICAL.

(Special News Service.)

Bordeaux, January 4.
Paris so far is successfully defending itself against the flood. The populations of the north-western industrial districts and agricultural districts are particularly affected. In the south-east, the situation is critical especially at Alfortville where many families have evacuated the town and at Choisy le Roi.
The newspapers state that no uneasiness is felt as to the proper working of the gas and electrical works. Friday is expected to prove the critical day, and unless more rain is experienced it is hoped that the high-water mark will be reached on Saturday or Sunday, with 7.10 metres as against 5.60 metres in 1910.

THE "DIXMUDE" DISASTER.

(Special News Service.)

Bordeaux, January 4.
No confirmation has reached Paris of the reported discovery of two bodies of the "Dixmude" victims. The search is being continued in waters south of Cape San Marco, where the tank of the ship was recovered, with a view to ascertaining the whereabouts of the wreck. The funeral of the Commander will be held at Toulon on Saturday.

FRENCH TROOPS WITHDRAWN FROM GERMANY.

(Special News Service.)

Bordeaux, January 4.
A redistribution of French troops in the Ruhr and Rhineland, following upon the cessation of passive resistance, has been in progress since December 28th. By now, seven infantry regiments have been withdrawn from the occupied territory and have returned to France.

BRITISH POLITICAL OUTLOOK.

(Special News Service.)

Berlin, January 4.
Mr. Baldwin has informed the Conservative Association of London City that the Conservatives are unable to co-operate with Mr. Asquith.

GERMAN CREDITS IN AMERICA.

(Special News Service.)

Berlin, January 4.
New York reports that the Washington Government considers an inquiry into German credits with American banks both impracticable and illegal.

THE LATEST LUXOR DISCOVERY.

(Special News Service.)

Berlin, January 4.
A colossal and beautifully carved sarcophagus was discovered in the last shrine opened of Tut-ank-ahmen's Tomb.

BELGIAN MINISTER IN PARIS.

(Special News Service.)

Berlin, January 4.
The Belgian Foreign Minister, M. Jasper, has arrived in Paris.

(Reuter's American Service.)

MUNITIONS FOR MEXICANS.

UNFORTUNATE POSITION OF REBEL SHIP.

Washington, January 4.
The United States has sold to the Obregon Government five thousand 1917 model Enfield rifles, five million rounds of ammunition and eight aeroplanes. Mr. Weeks, the Secretary for War, states that half the material will be paid for in cash, and the remainder in thirty days. It is not all that Mexico requested, but will meet her present requirements.
An El Paso message says the rebel steamer Progreso, with supplies for the troops on board, is reported to be on the rocks near Vera Cruz, and in danger. Mexican Government ships are responding to the call for help.

Galveston, January 4.

Huerta's headquarters announce that the rebels are now in possession of all the Mexican oilfields.

COST OF WARTIME CONTROL.

Washington, January 4.
Mr. Davis, the Director General of Railroads, announces that a settlement has been reached, amounting to 1,696 million dollars, in respect of all claims arising from the Government's control of railways in wartime.

LOCAL SHARE BOOM.

EXCITED MARKET: STRONG DEMAND.

Since the Christmas holidays the local share market has been characterised by rapidly rising prices. The "bulls" on the market are operating strongly and there is more demand for certain shares than sellers, with the result that some stocks have made a sudden, and seemingly unjustified, rise.

Perhaps the most outstanding rise has been with regard to the Hongkong Rope Company shares. Only the day before yesterday they were quoted at \$46½, buyers, whilst this morning business has been done at \$61½ for cash, with the March delivery price standing at \$63.

Green Island Cements, which were standing at \$26½ on Thursday, have changed hands this morning at \$31½ for cash and at \$32½ for March delivery.

China Providents, which were \$24 less than a week ago, have now jumped up to \$32 for cash, on rumours of an impending new issue of shares.

Hongkong Docks jumped up five points this morning from yesterday afternoon's quotation, the price to-day being \$160 for cash.

China Light and Power shares, following the announcement that a new issue of shares is being made, have risen during the past few days from \$14.50 to \$16½ for cash, \$17 for February and \$18 for March delivery.

Other stocks have also risen slightly, and the market is full of boom activity. There are endless rumours afloat regarding the stocks which have boomed most, it being said in the case of Cements that certain alterations in the Company's kilns will result in a much larger and cheaper output of cement.

The more responsible brokers on the market are not very sanguine about the boom, and think it is only a passing phase, without any real justification.

FAR EASTERN SEAPORTS.

A VALUABLE BOOK OF REFERENCE.

Mr. Allister Macmillan, F.R.G.S., who a while back toured the Far East in connection with a compilation on this part of the globe, has returned to Hongkong in the course of another visit to China, and favours us with a copy of his book "Seaports of the Far East," which, as he claims on the cover, is a historical, descriptive, commercial and industrial record. We can add that it is a valuable book of reference, which should be in every office and institution in any way connected with Eastern commerce.

Following a well-written introduction to the territory covered, we have full descriptions of Burma and its capital, Rangoon; Siam and its capital, Bangkok; the Malay Peninsula; Singapore; Penang; Hongkong; and Shanghai. There is a coloured map of Eastern Asia, and there are numerous illustrations throughout the 500 pages. Not only is Mr. Macmillan to be congratulated on the format of this volume, and the letterpress which exhibits his painstaking work of compilation and editing, but the publishers, W.H. and L. Collingridge, of Aldersgate Street, London, deserve congratulations on the way the book has been produced. The clear type and thick art paper, with the very handsome gilt-lettered leatherette binding of dark green, make "Seaports of the Far East" as handsome externally as it is informative within—in other words, the binding is worthy of the contents.

DAY BY DAY.

His Excellency the Governor has appointed the Hon. Mr. E. R. Hallifax, C.B.E., to be Commissioner and the Hon. Mr. Chow Shou-son and Sir Robert Ho Tung, LL.D., to be Honorary Associates. Commissioners of the Hongkong Section of the British Empire Exhibition, 1924.

THAT \$8,000.

POLICE STILL HOLD MONEY.

The \$8,000 found by a Chinese boy in the street is still being held by the police pending a definite claim of ownership.

Yesterday there was one applicant—a merchant, who said that it was his nephew who had lost the money. As the nephew was in the country, the claim is not being admitted until better proof is forthcoming.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report issued by the Hongkong General Chamber of Commerce, states:—

Cotton piece goods and fancy cotton goods.—Although local values have appreciated slightly it is quite impossible to connect business on the basis of current quotations from Manchester. No sales are reported.

Cotton Yarn.—Since our last report there has been a certain amount of enquiry, but only a small business has resulted. Prices, however, remained unchanged. Quotations are:—

No. 10s \$220-240. No. 12s \$230-245. No. 16s \$240-250. No. 20s \$225-235. Arrivals 700 bales. Shipments nil. Sales 700 bales. Unsold 10,000 bales. Bargains 2,500 bales.

Woolens.—The market is quiet and clearances are poor.

Raw Cottons.—No sales to report and prices are unchanged.

Metals.—The past fortnight has been interrupted by holidays and very little business is reported. Market remains quiet and prices generally are somewhat weaker.

Flour Market Report.—Stock: 500,000. Market: Dull. Quotation: American Patent \$3.50 per sack, American Straight \$2.85 per sack, American Cut off \$2.90 per sack, Australian No. 1 \$2.90 per sack.

Window Glass.—Market continues to be strong with buyers offering \$12.50 for "Spot" Stock.

CATHEDRAL NOTES.

SOME INTERESTING ITEMS.

The following items are taken from Church Notes (St. John's Cathedral magazine).

Rev. T. B. Powell, M.A., is due to arrive in Hongkong, on January 6th, to take up the post of Assistant Chaplain at the Cathedral.

On December 2nd, the full choir attended at 6 p.m. as well as at Matins, and settings composed by Mr. Temple Bevan for the Magnificat and Nunc Dimittis were sung. Mr. Mason was at the organ and Mr. Bevan was in the congregation. It was probably the first time that settings to the canticles were sung in our Cathedral in the presence of the composer, and Mr. Bevan is to be congratulated on his successful composition.

The Hongkong Male Voice Choir which has been having its practices in the Cathedral Hall, and gave a very successful concert there, on November 27th, sent a cheque for \$200 to the Chaplain to be used for any purpose he thought good. This was handed over to the Hon. Treasurer of the Cathedral and applied to the General Fund. We are grateful to the Male Voice Choir for their very substantial cheque.

Victorian Diocesan Association Annual Re-Union in London. The annual re-union will be held this year by the kind permission of the Lord Mayor in the Mansion House, on Tuesday, June 17th. Any who would care to receive invitations either for themselves or their friends, are asked to send names and addresses to Lady Severn, 372, The Peak. The Bishop hopes to be in England for June the 17th, and to meet many Hongkong friends at this re-union.

BIG P. & O. LINER.

DUE HERE NEXT MONTH.

The largest P. and O. liner ever to visit Hongkong will shortly be here. She is the s.s. Naldora, which left London for China and Japan on the 4th instant, with a very full complement of passengers. This is her first trip to the Far East, having previously been employed on the Indian and Australian mail service. She is due here about February 8th.

The s.s. Naldora is 15,993 tons gross register, and is driven by two sets of quadruple expansion reciprocating engines developing 18,000 horsepower. Her length is 605 feet, and breadth 67 feet 2 inches, with a moulded depth of 47 feet 4 inches. She has accommodation for 434 first saloon passengers and 247 second saloon passengers. Access from one deck to another is rendered easy by two electrically-driven lifts. There is an up-to-date library for the use of passengers, and also a laundry on board which will be found of great convenience to passengers travelling with children. The public rooms comprise, in addition to the usual dining saloons, spacious music saloons, divans, and smoking rooms.

Amongst the lengthy list of passengers who are booked for the East by this fine boat we notice the names of Viscountess Tamworth, Lady Annie Brocklehurst, Lady Miller, Col. J. D. Graham, Lieut. Comdr. G. A. G. Haggard, R.N., and Mrs. Haggard, Lieut. Col. and Mrs. Nutt, Col. and Mrs. Astley Smith, Col. D. I. Shuttleworth, Dr. and Mrs. G.D.R. Black, Mr. and Mrs. H.A. Lammer, Mr. J. W. Alabaster and Mr. C. McN. Wilson.

HOME FOOTBALL.

SCOTTISH LEAGUE GAMES.

London, January 4.
Amended Scottish League "soccer" results on January 1st are:—

Motherwell beat Hamilton Academy, 3 to 1.

Partick Thistle vs. Third Lanark was not played.

Raith Rovers beat Clyde, 2 to 1.

Kilmarnock beat St. Mirren, 1 to nil.

Airdrieonians beat Falkirk, 4 to 1.

Ayr United beat Greenock Morton, 1 to nil.

Celtic drew with the Rangers, 2 goals all.

Dundee drew with Aberdeen, 1 goal all.

Hearts drew with the Hibernians, 1 all.

EYE-STRAIN AND THE "TUMMY".

Indigestion is mentioned by an eye specialist as a frequent effect of eye-strain. Certain types of eye-strain bring about nerve waste, and in persons already deficient in nerve energy, the driving power may be so reduced that the stomach will not work properly, and fermentation is set up, with dyspeptic symptoms. Eye treatment often results in almost marvellous disappearance of the stomach trouble.

TO-DAY.

Closing Exchange 2s. 3. 15/16.
Lighting Up-Time 5.53 p.m.

NEWS IN THE ADS.

Jurors who have been summoned to attend Criminal Sessions on Monday the 7th inst., are informed that they are not required to attend on that date but that they must attend on Wednesday the 9th inst., at 10 a.m.

The Third Tournament of the season under the auspices of the Hongkong Boxing Association will take place at the Theatre Royal on Saturday the 12th inst.

TERRIBLE WELSH DISASTER.

BIG EXPLOSION AT A COLLIERY.

SIX MEN BLOWN TO PIECES.

(Reuter's Service.)

London, January 4.
A terrible explosion occurred at midnight in Rhosamman colliery, at Rhosamman Brynammain, in Swansea valley. Seven men engaged in driving a "drift" in search of coal were at the surface at charging time, and the accident is supposed to be due to the explosives they were using becoming ignited. Six men were blown to pieces, and portions of their bodies were found in the river and scores of yards away. The seventh man died in hospital. The explosion shook the neighbourhood, and was heard six miles away.

THE WIRELESS DEADLOCK.

COLONIAL MINISTER'S CRITICISM.

London, January 4.

"The date of my departure is approaching and I cannot any longer remain silent on the question of Empire wireless, on which there should be no real difficulty in coming to a definite conclusion," runs the opening passage of a statement issued by Mr. Bruce, the Australian Premier, pointing out that one station in Britain is utterly inadequate to meet the demands of the service which the Dominions desire to be installed, but owing to the dispute between the British Post Office and Marconi there is no prospect of more than one station being erected, which will mean that Empire wireless will be seriously handicapped. Mr. Bruce contends that either the Post Office should reach an agreement with the Marconi Co. permitting the latter to erect further stations or a definite statement should be published showing why the negotiations have failed, and thus enable the public to allocate the blame.

MORE "ETHER SPACE" WANTED.

A PROBLEM FOR THE LEAGUE.

London, January 4.

Colonel L'Estrange Malone, chairman of the Radio Association interviewed with regard to the recent transmission of American broadcasting by the British Broadcasting Company, forecasted that 1924 would make television, or seeing by wireless, a practical possibility. He emphasised that at present it was possible for one individual to address simultaneously people in Europe, Africa and America. Nobody could forestall the ultimate development of international broadcasting. He urged an international agreement to control and co-ordinate these transmissions, and give a fair share of "ether space" to all the stations in any country which had first-class programmes or news. The Radio Association had communicated with the League of Nations on the matter, and a conference had been arranged for 1924, under the auspices of the League, to consider all aspects of the problem.

EMPIRE ZINC COMBINE.

BIG PROFITS EXPECTED.

London, January 4.

With reference to the Empire zinc combination, the Burma corporation will pay interest on four million shares mortgaged to the trustees of Lloyds Bank, regardless of the profits from the zinc smelting and manufacture of sulphuric acid. The present profits of the company are estimated at £165,000 per annum, of which £133,000 will be produced by continuance of the present rate of dividend declared by the Burma corporation. The directors estimate that in two years the profits should reach £350,000.

QUESTION OF IDENTITY.

Paris, January 4.

The Ministry of Marine has hitherto received no confirmation with regard to the position of the wreckage of the ship Dixmude or the discovery of two bodies of members of the crew. It has not been definitely established that the petrol can discovered at San Marco actually belonged to the Dixmude, though it is admitted that similar cans were aboard the ship.

Paris, January 4.

The naval authorities at Bizerta, Tunis, have no knowledge of the reported discovery of bodies of the crew of the Dixmude.

RAILWAY TROUBLE POSSIBLE.

London, January 4.

A serious situation on the railways is threatened as the result of a ballot which embodied the provision of empowering the executive to call a national strike if necessary, in the event of the award being rejected, but extreme measures are unlikely before the Union seeks modification of the award.

SEVERE EARTHQUAKES IN ITALY.

Ancona, January 4.

Sixteen earthquake shocks have occurred in the neighbourhood of Pesaro. Shocks in the neighbourhood of Mondolfo, Marotta, and San Costanzo caused damage, several people being injured. The authorities are providing shelter for the people, who despite the snow refuse to return to their homes.

YOUTHFUL DUTCH CHESS CHAMPION.

London, January 4.

The twenty-two year old Dutch chess champion, Max Euwe, has won the first prize in the Hastings chess championship, defeating Price in twenty-one moves.

M. YENIZELIS RETURNS.

Albany, January 4.

M. Yenizelis has arrived. He has had a lengthy conference with Plastiras.

(Other Telegrams on Page 2.)

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EARLIER SPECIAL CABLES.

[United Press Service to the "Telegraph".]

CINEMA STAR IN HOSPITAL.

Los Angeles, Jan. 4.
The cinema star Mabel Normand, whose chauffeur (as reported
yesterday) shot a millionaire, has been taken to hospital for treat-
ment for appendicitis.

DISASTROUS EXPLOSION.

Pekin, Illinois, Jan. 4.
The great plant of the Corn Products Company has been des-
troyed by an explosion and thirty employees are believed to be dead.

U.S. CONGRESS MEETS.

Washington, Jan. 4.
Congress has been convened, first for the fight with regard to
the sale of arms to Mexico and secondly with regard to Russian
recognition. The Administration is forcing the fight. The Foreign
Relations Committee of the Senate is investigating the propaganda
charges on Friday. Senator Lodge is speaking in support of the
views of Secretary Hughes against the Soviet rebuff on Monday.

(Reuter's Service.)

AMERICA'S NATIONAL DEBT.

Washington, Jan. 4.
The national debt, which was \$21,539,000,000 on January 1, has
been reduced by \$3,889,000,000 since 1919.
The United States Government debt on the 1st January, totalled
\$21,539,160,000, a reduction of \$3,889,431,000 since the peak date
31st September, 1919, or a reduction during 1923 of \$859,296,000.—
Reuter's American Service.

IRISH REPUBLICAN FUNDS.

London, Jan. 4.
Mr. John Finerty, the American lawyer, representing the
claimants to half a million sterling of Dail Eirann funds in America,
interviewed Mr. De Valera and Mr. Austin Stack in Dublin prisons,
preliminary to taking evidence before the American Consul in New
York.—Reuter.

AMERICA'S MERCHANT FLEET.

Washington, Jan. 4.
A conference at the White House resulted in a decision to place
the operation and control of Government-owned tonnage in the
hands of the Emergency Fleet Corporation, with Mr. Leigh Palmer,
ex-Chief of the Navy Department's Bureau of Navigation, as Presi-
dent. This is President Coolidge's first endeavour to formulate a
definite merchant marine policy.—Reuter's American Service.

GERMAN DYE PATENTS.

Washington, Jan. 4.
Announcing its intention to appeal against the dye patents
decision, the Department of Justice expresses every confidence in
ultimately winning the case.—Reuter's American Service.

CLERGYMAN'S ALLEGED HERESY.

Dallas, Jan. 4.
The proceedings against Rev. Lee Hatan have been abandoned.—
Reuter's American Service.
[An earlier message said that this young clergyman was being
put on trial for expressing doubt concerning the virgin birth of
Christ.]

EMPIRE ZINC COMBINATION.

London, Jan. 4.
Reuter learns in connection with the Empire Zinc Combination
that Lloyds' Bank and the National Bank of Scotland are issuing
on the 9th inst. on behalf of the Union Underwriting Agency,
Limited, \$1,500,000 seven per cent. first mortgage debenture stock,
90 per cent. in the National Smelting Company redeemable at 102
by two per cent. sinking fund, all stock repayable at the same price
not later than 1945.—Reuter.

M. VENIZELOS RETURNS TO GREECE.

Athens, Jan. 4.
M. Venizelos has arrived. M. Plastiras and other officers went out
to meet the steamer. M. Venizelos declared he did not intend to
remain long in Greece, but would endeavour to help his country out
of her present difficulties.—Reuter.

DIXMUDE INVESTIGATION BEGINS.

Toulon, Jan. 4.
The Commission inquiring into the loss of the Dixmude has
begun its work. The first question it is discussing is whether the
meteorological reports especially from the South of France were
communicated to the Dixmude in good time.—Reuter.

BRITISH RAILWAY DISPUTE.

London, Jan. 4.
It is understood that the ballot of the locomotive engineers and
firemen is against the acceptance of the Railway Wages' Boards
award.—Reuter.

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BRITAIN'S NATIONAL DEBT.

London, Jan. 4.
Treasury figures show that the aggregate national debt on the
31st March was £7,842,000,000, an increase of one hundred millions
as compared with a year earlier. This is attributable to capital-
isation of arrears and interest due to the United States and an
increase of the nominal debt through conversion operations.—Reuter.

SEQUEL TO CONRAD'S ACQUITTAL.

Geneva, Jan. 4.
As a reprisal for the acquittal of Conrad, not only Swiss citizens
have been expelled from Russia, but a rigid boycott of Swiss goods
has been proclaimed throughout Russia.—Reuter.

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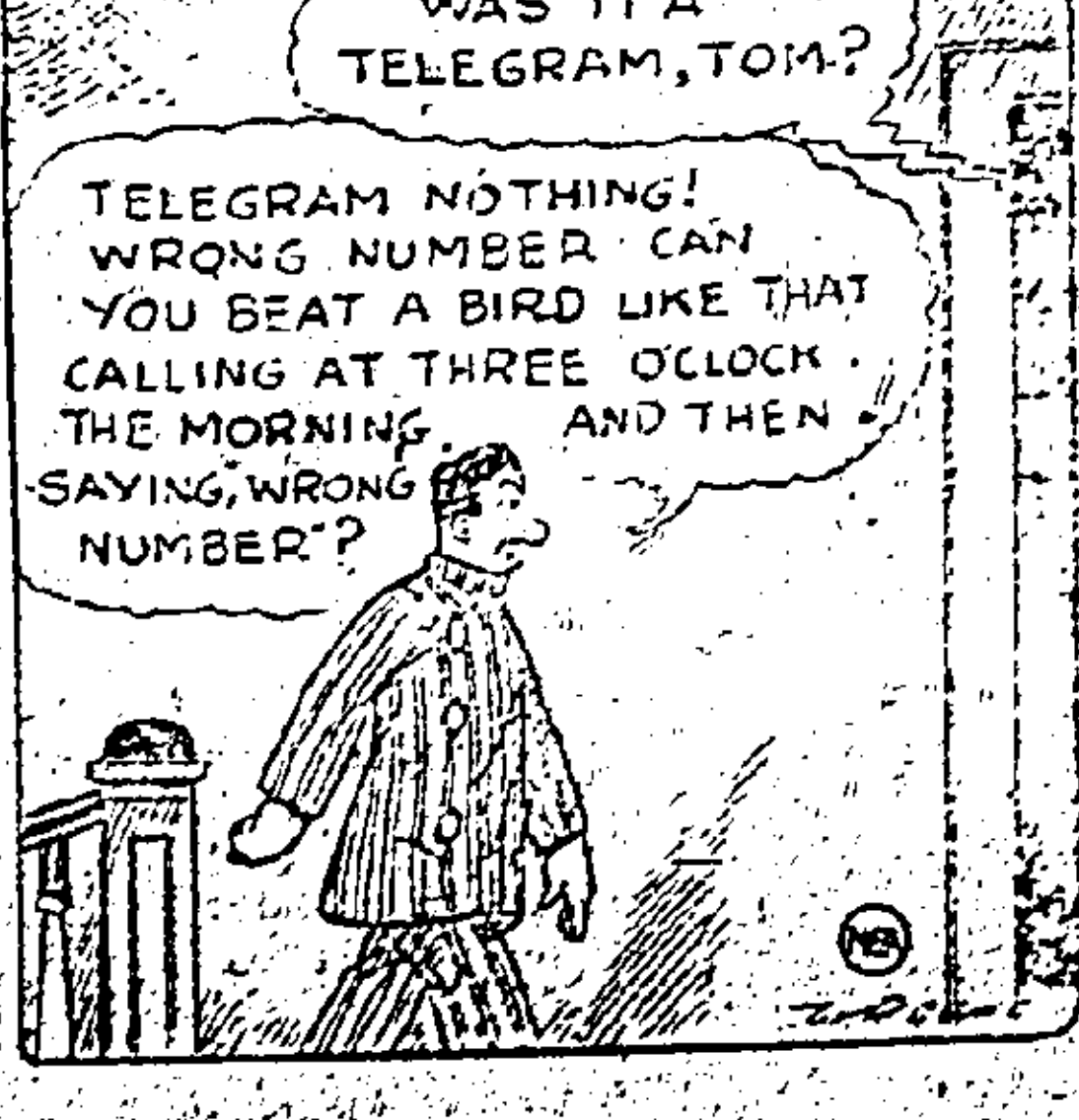
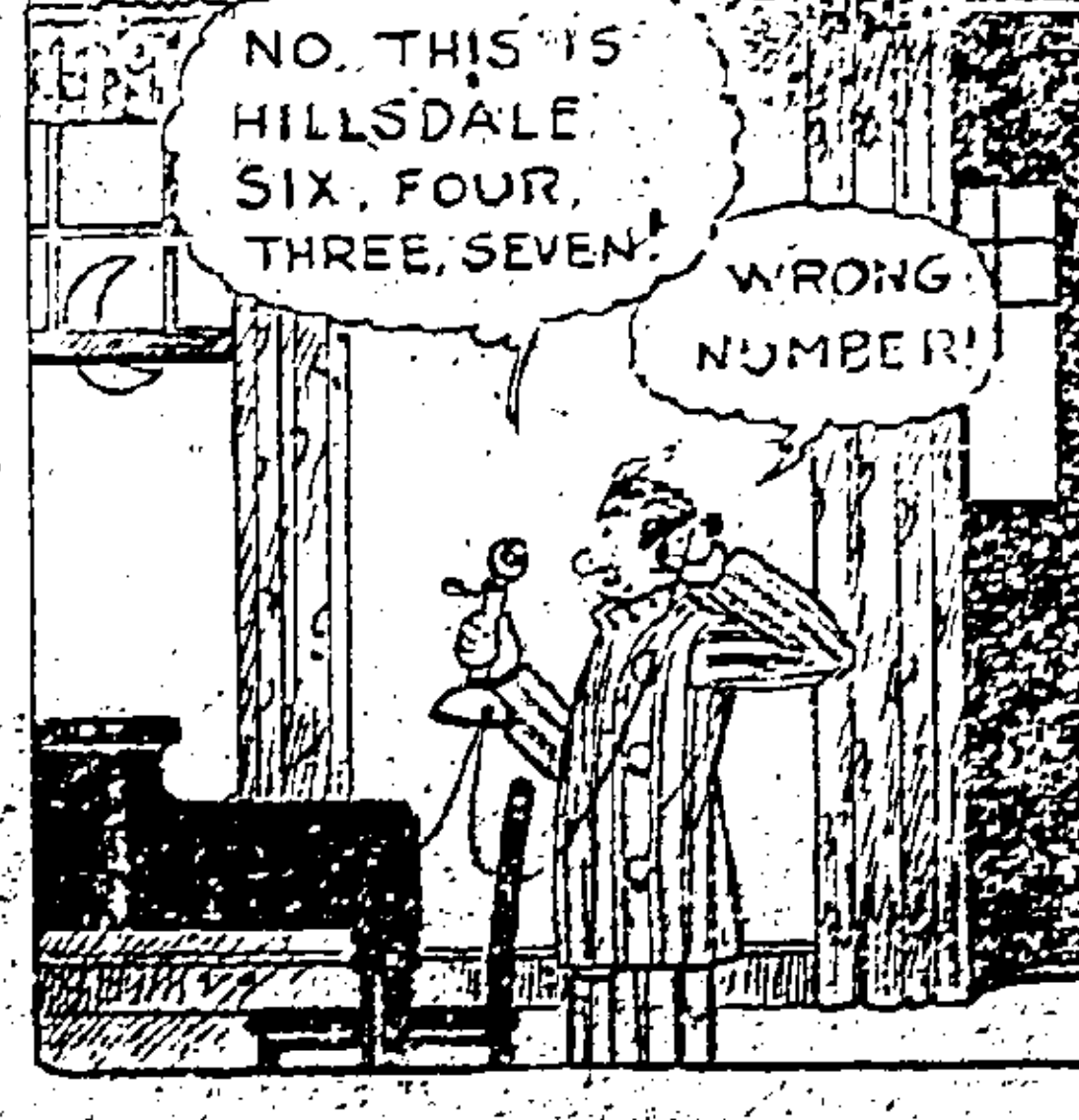
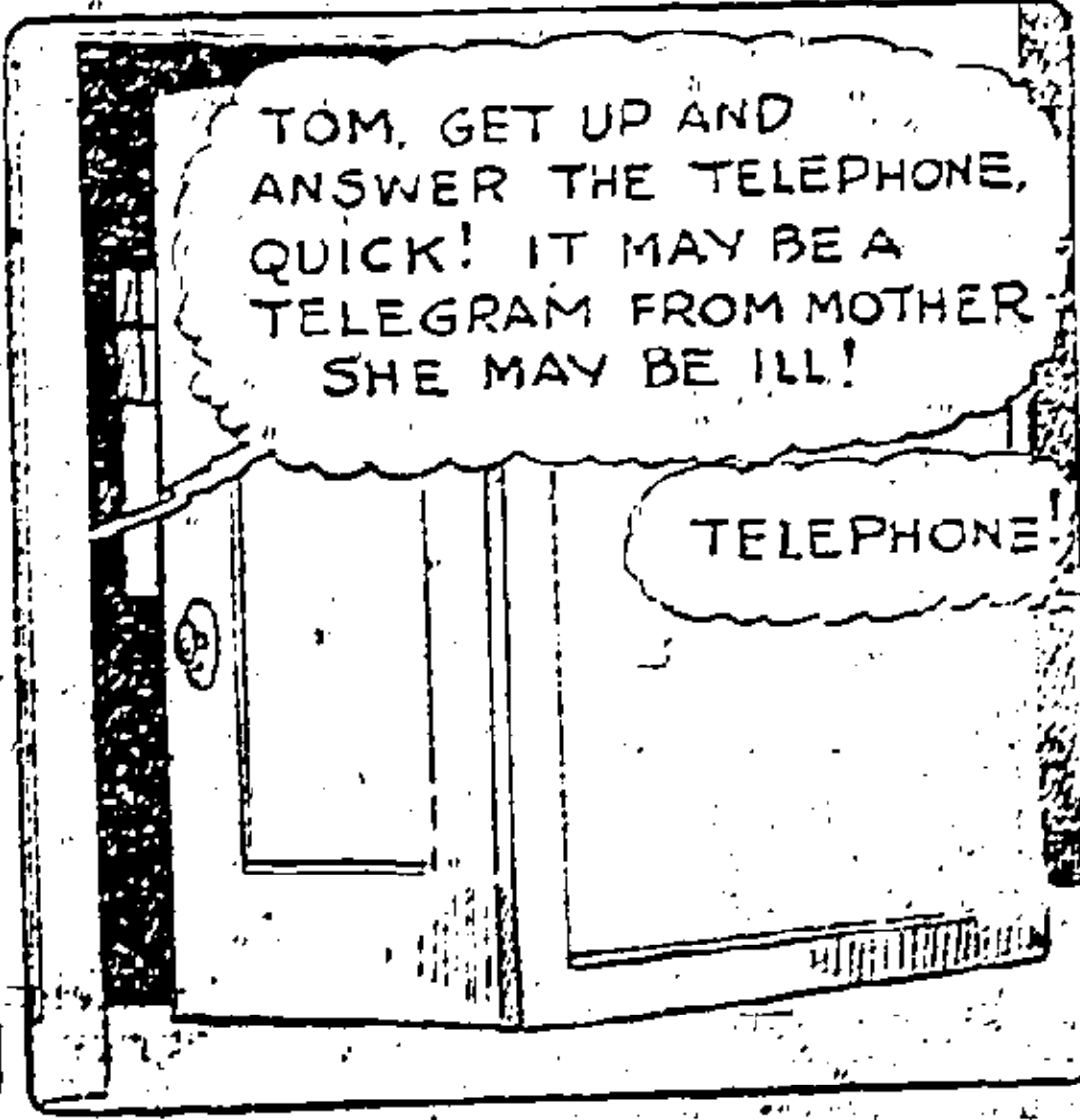
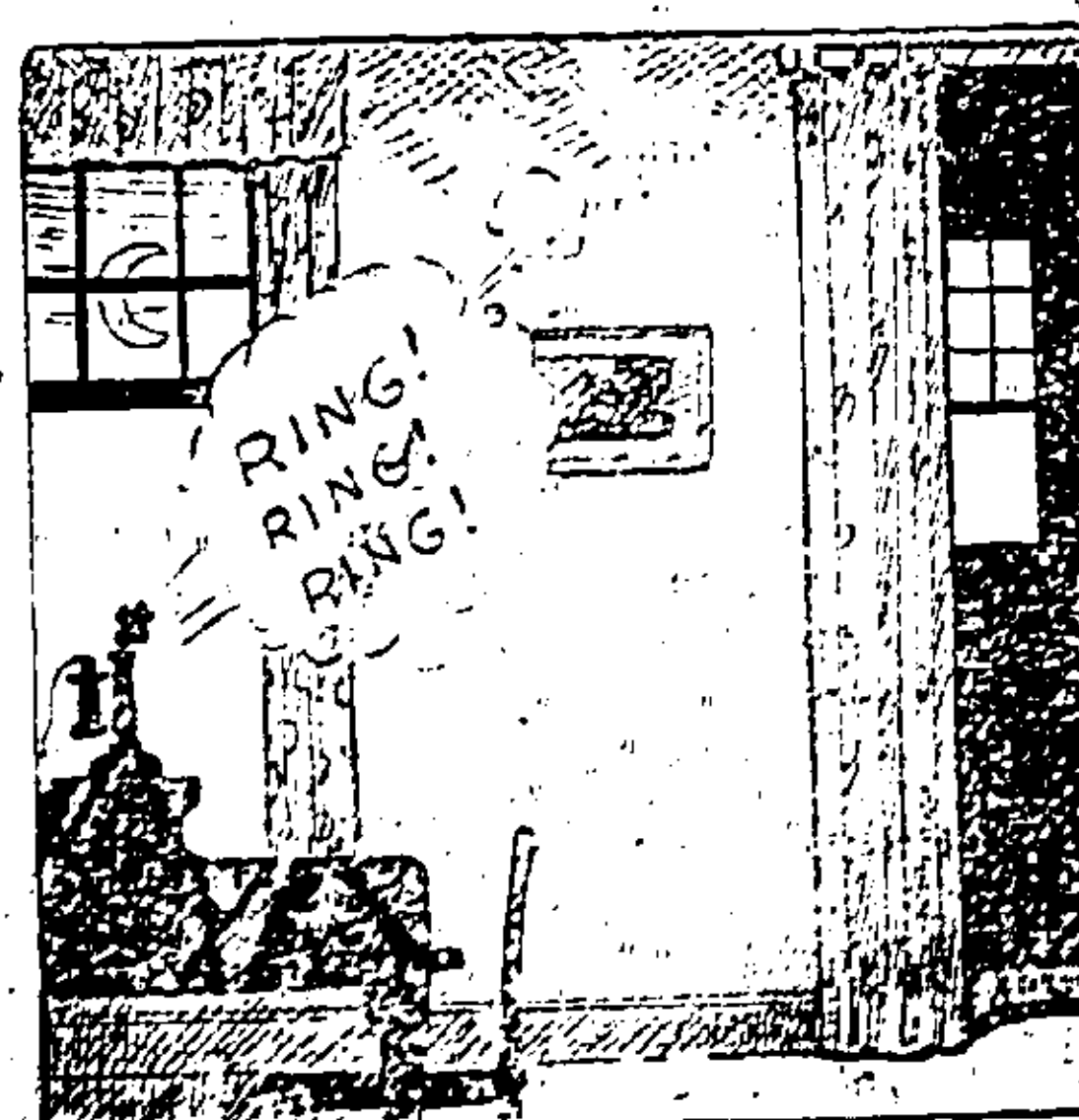
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MRS. S. UZUNOYE
Expert Masseuse
87 Queen's Road Central
Ind. Floor

NOTICE

HONGKONG JOCKEY CLUB

NOTICE.

An Extraordinary General Meet-
ing of the Club will be held in the
Board Room of Messrs. Jardine
Matheson & Co., Ltd., on THURS-
DAY, the 10th January, 1924, at
5 p.m.

The purposes for which the
Meeting is called are:

(a) To confirm the following re-
solutions passed at the Extra-
ordinary General Meeting held
on 12th December, 1923.

1. That the Rules of Racing
made by the Hongkong
Jockey Club be amended by
adding after Rule No. 11
the following Rule:

11a. After the Annual Race
Meeting 1924 a China
Pony is a horse mea-
suring 13 hands 3
inches and under.

2. That the said Rules of
Racing be amended by
striking out Rule No. 77
and substituting the fol-
lowing:

77. The weight for China
Ponies shall be 140
pounds for 12 hands
with an additional 3
pounds for every com-
plete inch above that
height. Fractions of
an inch to count in
favour of the Pony.

Any Pony measuring
14 hands (fractions of
an inch to count in
favour of the Pony)
and under shall be
eligible to compete at
the Annual Race Meet-
ing in 1924 in any race
reserved for China
Ponies. After the An-
nual Race Meeting 1924,
any China Pony, which
measures over 13 hands
3 inches, to be ineligi-
ble to compete in any
race reserved for China
Ponies (fractions of an
inch over 13 hands 3
inches not to count).

77a. After the Annual Race
Meeting 1924 the Stew-
ards may refuse to
accept the entry of any
Pony, which in their
opinion is not a China
Pony. They may, at
their discretion, ap-
point a Committee of
Inspection. The Stew-
ards' decision shall be
final.

3. That Rule No. 24 of the
Rules and Regulations of
the Hongkong Jockey Club
be amended to read:

24. The Stewards have
power to draw up and
settle the programme
and fix the date or
dates for any Race
Meeting.

4. That Rule No. 76 of the
Rules of Racing made by
the Hongkong Jockey Club
be unchanged.

(b) To propose a resolution adopt-
ing the revised Rules and
Regulations of the Club as
circulated to the Members, in
which the following new pro-
visions have been made:

1. For the division of the
Members of the Club into
voting and Non-Voting or
Ordinary Members.

2. For Lady Racing Members.

3. For the increase of the
Entrance Fee to the Club.

4. For Visiting Members.

5. For the appointment of a
Secretary.

6. For the alteration of the
date upon which subscrip-
tions were payable and
other minor alterations.

By Order,
C. B. BROWN,
Secretary.

Hongkong, 1st January, 1924.

IMPORTANT ANNOUNCEMENT.

Leading Studios in London
are fitted with the latest
artificial lighting devices in
order to ensure perfection in
photography.

The Ming Yuen Studio.

14, Beaconsfield Arcade
Is now fitted with the latest
lighting apparatus in order
that clients may obtain as
excellent and artistic photo-
graphs as can be obtained in
any part of the world.

We are at your service day
or night.

R.H.K. YACHT CLUB.

St. GEORGES v. St.
ANDREWS

The sailing at the Yacht Club on
Sunday should be of more than
usual interest on account of the
friendly and healthy rivalry it
should generate. The event will
be a contest between the Societies
of St. George and St. Andrew, but
to compete, members of those
societies must also be members of
the Royal Hongkong Yacht Club.
An added interest will be given the
match for, as in interport events, a
flag will change hands.

Ten boats of the Hayward Hayes
class and the Gael class will be
placed at the disposal of the com-
peting crews and the boats sailed
by one society in the morning race
will be sailed by their opponents in
the afternoon.

The following are the crews that
have been chosen to take part.

St. Georges Society—Commodore
Grace, R. N., Messrs E. Cock, H.
Rouse, H. J. Pearce and J. L.
Adams.

St. Andrews—Messrs. D. K.
Blair, R. Sutherland, A. L. Shields,
M. J. Henderson, and Capt. T.
Arthur.

The course for the morning race
has been fixed as follows:—Start
from Club House line W. to E.,
Channel Rocks (P. Kowloon Rock
(P. Mark Boat Club Line (P. Mark
boat Kowloon Rock Point (P. Cust
Rock buoy (P. and finish at the
Club House line W. to E. The
distance of this course is 6 miles.
The preparatory gun will be at
10.00 a.m. and the start five
minutes later.

For the afternoon event the
course will be from the
Club House line W. to E., Channel
Rocks (P. Cust Rock buoy (P.
Mark boat Club line (P. Channel
Rocks (P. and finish at the Club
House line E. to W. The prepa-
ratory gun will be at 2.55 p.m.
and the start at 3 p.m.

After the morning race there will
be a service at the Club House to the
crews and as many of those who
have entered the Club secretary
that they will be there. Tea will
be served later.

the afternoon, on a fine day,
sport may be kept forward to with
goodness. Moreover, this is the
first time such a match has been
held by the Yacht Club and it
should be well supported, as it is
desired that it be made a popular
annual event.

DOCTOR'S SAD DEATH.

(Our Own Correspondent.)

Singapore, Jan. 4

A regrettable fatal accident
occurred last night. A young and
popular European, Doctor G. Wise
Hornorth, returning from a case,
drove his Ford car into a swamp.
Apparently he came into contact
with the steering wheel, became
unconscious and hung over the side
with his head and shoulders under
water. He was discovered later by
a bus driver. Others came on the
scene and artificial respiration was
applied, but to no avail. Deceased,
whose age was twenty-nine, was
an eye-specialist and arrived here
three years ago. He leaves a
widow and two small children.
The funeral took place today, a
large crowd attending and many
wreaths being sent. The doctor
closed his offices.

**IRENE CASTLE'S
HONEYMOON.**

(Our Own Correspondent.)

Shanghai, Jan. 4.

The honeymoon of Irene Castle,
the much married dancer, was cut
short here when she received word
of the death in New York of her
favourite niece. She leaves to-night
for Peking, thence she will go
overland to Korea and Japan and
return to America by the same
ship on which she came out.

RUBBER SMUGGLING.

(Our Own Correspondent.)

Singapore, Jan. 4.
Alarm is again growing with
regard to rubber smuggling. The
new coupons printed by the firm
of De la Rue of London are being
cleverly forged on a large scale.

FUEL FROM MOLASSES.

A motor fuel in the form of
alcohol manufactured from waste
molasses is to be produced on a
large commercial scale by a
company operating near Manila.
During the last two years the
company has been producing the
new fuel for its own uses, to the
extent of 150,000 gallons a year.
It now proposes to enter the
markets of China and Japan.

**MACKINTOSH'S
SALE**

OF SURPLUS SEASON'S STOCK

**JUST A FEW
SPECIMEN
BARGAINS**

SOCKS

in Cotton and Wool

\$1.00 per pair

Plain and fancy
Cashmere.

Exceptional values

\$1.50 per pair

GOLF HOSE

All wool in Fawn
and Grey

\$2.50 per pair

An unequaled bargain

NECKWEAR

Knitted Ties, all
Silk Handloom

usual \$6.00 line

\$3.00 each

WIDE END TIES

\$1.50 each

BOW TIES

\$1.00 each

SILK

HANDKERCHIEFS

Half price

TWEED

SPORTS COATS

from \$19.50 each

GREY FLANNEL

TROUSERS

\$9.50 per pair

On January 7th, 8th
and 9th very sub-
stantial reductions in
price will be made to
clear the large stock
which has been left
on hand owing to
the mild weather.

From $\frac{1}{4}$ to $\frac{1}{2}$ off
current prices re-
presents the saving
which can be made.

Only our regular
goods are being
offered, therefore the
genuine

**Mackintosh
Quality**

throughout is
guaranteed.

We ask you in your
own interest to pay
us an early visit as
the best bargains
are ever the readiest
sellers.

**JUST A FEW
SPECIMEN
BARGAINS**

DAY SHIRTS

in fancy Stripes

usual price \$6.50-\$8.50

\$3.50 each

DRESS SHIRTS

with Pique fronts and
Cuffs

\$3.00 each

WOOLLIES

A special Line at

\$5.00 each

MUFFLERS

of Wool and mixtures

Half price

**DRESSING
GOWNS**

A good all wool
Gown

from 20.00 each

HANAN SHOES

A few odd pairs
to clear at

\$10.00 per pair

PATENT LEATHER

PUMPS

\$6.50 per pair

TENNIS SHOES

\$5.00 per pair

**MACKINTOSH
& CO., LTD.**

MEN'S WEAR SPECIALISTS.

Alexandra Building, Des Voeux Road Central

NEW ADVERTISEMENTS.

FOR full particulars regarding our service and advertising and for free complimentary copy of our monthly telephone extension 4306 Hongkong, International Trade Developer, Ltd.

WANTED.

WANTED.—Unfurnished flat in modern European house, 4-6 rooms. Please reply to No. 1040, c/o Hongkong Telegraph.

EXCEPTIONAL opportunity for advertising salesman, with international publication company, commission basis. Please write application giving experience and references. Reply c/o P.O. Box No. 375.

TO BE LET

TO BE SOLD, or let unfurnished, from March 1st, 6-roomed house on the Peak. Apply Box No. 1044, c/o Hongkong Telegraph.

TO LET.—furnished for nine months, or TO BE SOLD from 23rd February, "Overbay" six-roomed house between Deep Water and Repulse Bays. Apply David Sassoon & Co. Ltd.

TO LET.—Modern European house 5, Peace Avenue, Hommutau, immediate occupation. Apply within or Box No. 1021, c/o Hongkong Telegraph.

TO LET.—SHOPS in China Buildings (old Post Office site) facing Queen's Road Central and the new street, suitable for Banks or large stores. For terms apply to the undersigned, CHINESE ESTATES, LTD., China Buildings 10th floor.

TO LET.—Bright Large Office Rooms 1st floor, No. 10, Des Vaux Road, Central. Hall, Law & Co., Apply to Des Vaux Road, Central, Telephone No. 3217.

FOR SALE.

FOR IMMEDIATE SALE.—5 Seater 18 h.p. Overland Car in excellent condition. Owner leaving the Colony in three weeks must sell at once. Bargain early purchaser. Apply to 158 Peak.

LOST.

WILL the gentleman in seat No. 203 at the Rugby match kindly return to the SUNDAY OBSERVER office, the coat and muffler taken by mistake.

RADIO—MAGNAVOX Loud Speakers and Amplifiers, Batteries, Insulators, Crystals, Aerial Wires, and all other parts. DE SOUSA & CO., LTD., St. George's Bldg., 2nd Floor. Tel. No. Central 1264.

AVISO.

SAO por esta meio convidados todos os Exmos. Socios das diversas Associações Portuguesas e suas Exas famílias e os demais membros da Comunidade Portuguesa a assistirem a recepção que se realizará na Sala "Luiz de Camões" do Club Lusitano, segunda-feira 7 de Janeiro as 17, 30 horas recepção em honra de Sua Excelência o Senhor José Batalha de Freitas, Ministro de Portugal em Pekim, e de sua Exma. Esposa. Consul Geral de Portugal Presidente do Club Lusitano Presidente do Club de Recreio Presidente da Associação Portuguesa de S. Mutuas.

NOTICE.

THE General Officer Commanding, China, Command, brings to the notice of all concerned that no soldier can be placed under stoppages of pay for a private debt. If therefore, inhabitants suffer soldiers to contract debts, they will do so at their own risk.

HONGKONG BOXING ASSOCIATION.

THIRD TOURNAMENT OF THE SEASON.

SATURDAY, January 12th, at 9.15 p.m.

at the THEATRE ROYAL.

MAIN EVENT Ten Round Light Weight Contest.

A. B. Eardley, H. M. S. "Ambrose"

A. B. Wrigley, H. M. S. "Hawkins"

also, Four Waterweights, One Lightweight, One Flyweight, and One Featherweight. Contest each of six rounds.

Booking at Moutrie's—Members on the 10th January. General Public from the 11th January.

Usual Prices

A Band will be in attendance. Next Tournament February 9th.

At The Theatre Royal.

IN THE SUPREME COURT OF HONGKONG.

CRIMINAL SESSIONS.

JURORS who have been summoned to attend Criminal Sessions on Monday the 11th instant are hereby informed that they are not required to attend on that date but that they must attend on Wednesday the 9th instant at 10 a.m.

HUGH A. NISBET,

Registrar, Supreme Court, Supreme Court, Hongkong, 4th January, 1924.

NOTICE.

THE present in trust his money to a concern financially sound and of a record for fair dealing. Our Company has assets amounting to nearly 200 Million Dollars Gold, and has an honourable record of more than fifty years.

Liberal policies to suit all needs. THE SUN LIFE ASSURANCE CO. OF CANADA, 15, Queen's Road Central, Hongkong. F. M. Weller, Manager.

NOTICE.

NOTICE is hereby given that the good will and assets of the business of Hughes & Hough carried on at No. 8 Des Vaux Road Central Hongkong have this day been transferred to Hughes & Hough, Limited, who will carry on business at the same address. Dated 1st day of January 1924. HUGHES & HOUGH.

NOTICE.

MR J. A. Selavisa Alves has been authorized to sign "Per pro" for and on behalf of Hughes & Hough, Limited, as from 1st January 1924. HUGHES & HOUGH LTD. Hongkong 1st January 1924.

NOTICE.

NOTICE is hereby given that the following cargo which arrived at Hongkong from Manila, on December 4th, 1921, ex the s.s. "EMPIRE STATE" Voy. 2-Home will be sold by Public Auction to defray storage and other expenses incurred, unless same is claimed within a fortnight of date of this notice and all expenses paid. One (1) Case Gas Engine, marked Wm. M. Mullin. PACIFIC MAIL STEAMSHIP COMPANY, Managing Agents, U.S.S. Bd., Emergency Fleet Corporation, Hongkong, Jan. 4th, 1924.

A GREAT NOVEL A GREATER DRAMA

THE HEART LINE

from the famous novel by Gelett Burgess

A ROMANCE THAT TUGS AT YOUR HEART

TO SHIP AND LAUNCH OWNERS!

If you would minimise the danger of your vessels being pirated, it would be wise to allow us to tell you how under the best-planned Piracy, your Captains and Officers could summon help.

BY RADIO.

Wireless Telephone and wireless Telegraph installations for your ships cost but little, compared with the loss of life and property you may suffer in these war-torn days. Our Staff will gladly explain to you, and prepare estimates for, our

AUTOMATIC RADIO SETS.

For Piracy Prevention.

RADIO COMMUNICATION CO. (ORIENT) LIMITED.

3rd Floor, Alexandra Buildings, Hongkong.

P. O. Box 306.

Kowloon 608 Central 766.

Telegrams: "Broadcast," Hongkong.

C. E. WARREN & CO., LTD

Sanitary Engineers, Monumentalists, etc.

Offices & Godowns, 38A, Wanchai Road, Hongkong.

Tel. No. 269

Just Received

a new supply of

LOWDOWN FLUSH CLOSETS.

NICKEL PLATED, ON BRASS.

BATH ROOM FITTINGS

Soap Dishes, Tumbler Holders, Tooth

Brush Holders, Towel Rails, Etc.

Opal Tumblers—Towel Rails—Mirrors,

Glass Shelves, Etc.

Brass Canopied Interior Grates, Cooking

Ranges, Filters, Soil Pipes, Etc.

Estimates free for all Sanitary

Installations, Heating & Water Systems.

Monumentalists in Italian Marble &

Hongkong Granite, to own or Selected

designs.

A Large Assortment of Artificial

Wreaths in Stock.

ST. ANDREW'S CHURCH

MEN'S ASSOCIATION.

The Annual Marathon Race.

will be run on THURSDAY, 28th February, starting at 4 p.m.

from St. Andrew's Church.

Entries close Tuesday, 26th Feb.

Open to all Europeans in the Colony.

Hon. Secretary,

H. PENNY.

3, Kuntford Terrace, Kowloon.

HONGKONG JOCKEY CLUB

ANNUAL RACE MEETING 1924.

ENTRIES for the FORTHCOMING RACES close on Saturday 19th instant at 3 p.m. and must be sent to the Jockey Club Rooms, 3a, Chater Road on this date.

Entry Forms are now ready and can be had at the Jockey Club Stables, the Jockey Club Rooms (Hongkong Club Annex, Chater Road) or Messrs. Linstead & Davis, Alexandra Buildings.

CORONA



Corona Typewriters

Reduced to

\$75.00

COMPLETE.

Alex Ross & Co.

China Ltd.

Bank of China Buildings.



An Ideal Companion for the Home

Pathe-Baby \$60.00. Films \$1.50 each.

New lots of films just arrived.

"Harold Lloyd and the feeding-bottle (comedy). Harold Lloyd and the cepwalk (comedy). Grand Steeplechase 1023 (sport). Snub and Sunshine Sammy go travelling (comedy). Joseph sold into captivity (religious). The Silk Industry in Cambodia (instructional). The Barber of Seville (comedy). Winter at Chamonix (travel). Cormorant-fishing (instructional).

on sale

A. TACK

26, Des Vaux Road, Central.

PATHE-ORIENT

12, Queen's Road, Central.

Hongkong.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Monday, the 7th Jan. 1924, commencing at 11 a.m.

at Messrs. Wo Fat Shing's Godown, No. 152 Connaught Road West

(for account of the concerned)

3 Bags white Pepper
5 Bags Black Pepper
8 Bales Cardamoms
2 Bales Deer Skin
4 Bales Fish Skin
1 Bale Snake Skin
1 Case Fish Maw
1 Bales Cardamoms

(more or less damaged)

Terms—Cash on Delivery.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 8th Jan. 1924,

commencing at 2.30 p.m.

at No. 3, Peak Road

A Quantity of Valuable Household Furniture

comprising—

Teak hatstands, chesterfield

couch and chairs, teak round

table, teak desk, teak curio

cabinet, teak extension dining

table, (for 24 persons) dining

chairs, side board with bevelled

mirror, dinner wagon, ice chest,

teak bedsteads, teak wardrobes

with glass doors, dressing table

with bevelled mirror, marble top

washstand, chest of drawers

etc., etc.

also

One Columbia Gramophone with

records.

Catalogues will be issued

On View from Monday the 7th

January 1924.

Terms—Cash on Delivery.

LAMMERT BROS., Auctioneers.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wed., the 9th Jan. 1924,

commencing at 5.15 p.m.

at their Sales Room, Duddell

Street.

A Valuable Collection of Postage

Stamps

Mostly British Colonials

King's head in Mint condition.

Catalogues will be issued.

On View from Monday the

7th January 1924.

Terms—Cash on delivery.

LAMMERT BROS., Auctioneers.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday

& Saturday

At 2.30 p.m.

Specialist in the Valuation of

Household and Office Furniture

DA ROCHA'S MART

2A, D'Aguilar St. Phone 2931

WE have just received a

special shipment of—

LADIES & GENTLEMEN'S

SIGNET RINGS

Also—

SLAVE BANGLES

All solid gold, English Hall-

marked.

Inspection Invited.

69, Queen's Road Central.

SHERIFF BROS.

CALENDAR QUARLS.

Why Serbia is Still Un-Gregorian.

On the basis of the calculation of two Serbian mathematicians the Synod of the Greek Orthodox Church has decided to adopt a new calendar, to correspond to that of the West, the Gregorian. Hitherto the Orthodox Church has been thirteen days behind the civil calendar, and this has created some confusion in a country partly Roman Catholic (Croatia and Slovenia), and partly Orthodox (Serbia and Rumania). Holy-days, strictly observed and taking up quite one-third of the year, have been duplicated, and employers of labour find this has a demoralising influence. One would have expected, therefore, that the change would be welcomed, writes the Belgrade correspondent of the Observer.

The change was, indeed, welcomed, and the 15th, of October fixed provisionally as the date on which the change was to take place. The date arrived and passed, however, and the Serbian Synod has still passed no decree concerning it—in fact, says it does not intend to do so for some time. Since the other Orthodox countries have adopted the new calendar, it may be of interest to see the reasons for the delay in Yugoslavia.

Inquiry at the Patriarchate elucidated the amusing difficulties. One of the most important phenomena in Serbian family life is the family feast day, or Slava, when, on the feast of their particular saint, certain ceremonies reminiscent of sacrifice are performed, and the family receives relations, friends, and, if he will, the passer-by in the street. It is the great day for paying off calls on dull relations and acquaintances. The saints most chosen, however, are celebrated mainly in the winter months, and the first difficulty of the elision of thirteen days will be seen; there is scarcely ever a fortnight without its slava day, and a family without it Slava would be worse than a boy born in Leap Year. The first problem was, then, to find a fortnight with no Slava in it. The Patriarchate was besieged by petitioners against the new order, and bombarded by letters. Happily a fit time was found—somewhere in the early summer.

Then a more serious kind of protest began to be heard. Easter is the great Orthodox festival, not Christmas. The news went round that Easter would not fall on the Catholic Easter, and the cry went up, "The Government wants to make Catholics of us." But there was a way out. The proposed calendar is an improvement on the Gregorian, and twice, it appears, in fifty years, the Easters diverge by a few days. If the change were made in one of those two years it would be clear to everyone that they were not "Catholicised." The fear arose that it might be necessary to wait a score of years before this divergence would first appear, but a little manipulation has reduced the term to two or three years, and so in course of time the Serbian Church will after all adopt the new system. At least, so the more hopeful authorities in the Patriarchate assure the public.

THE Royal Hongkong Golf Club require the services of a Secretary who will be required to devote his whole time to the interests of the Club. Applicants should be well acquainted with the work connected with a Golf Club, and should be able to conduct correspondence.

Applications in writing must state qualifications and date free, and should be addressed to the Royal Hongkong Golf Club, 5 Queen's Road Central, endorsed "Secretaryship."

MURDERED DRUMMER.

Lance-Corporal's Reply to Insult to Sweetheart.

Found guilty of the murder of Drummer Ellis, Lance-Corporal Albert Dearnley, of the Leicestershire Regiment, has been sentenced to death at Winchester Assizes.

Ellis's body, tied with rope and covered with a greatcoat, was found under a bush in the Long Valley, Aldershot.

In a statement Dearnley said: "We were playing cowboy and Indian. Ellis implored me to tie him up, and I tied his ankles and his hands, and then I suddenly thought to myself I would take advantage of the fact to give him some kind of punishment for insulting my young lady."

"I said, 'I will punish you now, and make you stay here until morning, and when I come to undo you I am going to make you promise that you will never insult my young lady again and you will be on the best of terms with me.'"

Professor Macalister goes on to say that he has now every reason to think that, by a most fortunate coincidence, the expedition has come upon the remains of the mysterious Millo.

Millo is mentioned in the Biblical description of King David's fortifications in the Jebusite citadel he had captured. We are told that he built "round about from Millo inward."

It was always conjectured that Millo was some kind of solid tower or else a dam, "filling" the opening of the bottom of the Tyropoeon valley. Until now all this was mere guesswork, and only excavation could tell us what Millo really was.

Professor Macalister seems to have excellent prospects of being able to supply the world with precise data, the importance of which will be clear to all students of Biblical history.

BRITISH STUDENTS AND AMERICA. The British Foreign Office announces that the United States Labour Department for the temporary admission into the United States of students over and above the monthly or annual quota of immigrants.

PRESCRIPTIONS —
 when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

The Pharmacy.
 The Red Brick Opposite the House St.

FOOK WENG & CO.
 Astor House Buildings. Manufacturer of Swatow Drawn Work & Embroideries. Dealers in all kinds of Silk goods of the best quality, Mandarin Costumes, Antique China and Curios, Etc., Etc.

CHEAP SALE
 The opportunity occupies 25 days only.
 15th. December, 1923 — to — 8th. January, 1924.

Tel. **HOP CHEONG** 55, Queen's Rd., Central.
 Ctl. 654 **COMPLETE HOUSE FURNISHERS**

DEALERS IN
SWATOW DRAWN AND LACE WORK
 EMBROIDERIES, OLD MANDARIN COATS, SILK, ETC., ETC.
 LARGE CONSIGNMENT JUST UNPACKED.
 INSPECTION CORDIALLY INVITED

MORISON PIANOS.
 Specially built for this Climate.
 Cash or easy payments.

TSANG FOOK PIANO CO.,
 Telephone 2127. 94a, Wanchai Road.

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"
 The perfected red and grey corrugated cement — asbestos —

ROOFING
 The Inspecting Engineer to the Crown Agents for the Colonies

has conducted an interesting and conclusive series of tests on "ITALIT" and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

Delivered or fixed in any quantity anywhere.
 Just ask for a copy of the "ITALIT" Booklet.
 STOCK CARRIED BY —
SHEWAN TOMES & CO.
 HONGKONG & CANTON. SOLE AGENTS

SHIPBUILDERS. SHIP REPAIRERS. BOILER MAKERS. FORGE MASTERS. OXY-ACETYLENE AND ELECTRIC WELDERS. MECHANICAL AND ELECTRICAL ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

—DRY DOCK—
 LENGTH 787 FEET.
 LENGTH ON BLOCKS 750 FEET.
 DEPTH ON CENTRE OF SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
 CAPABLE OF HANDLING SHIPS UP TO 3000 TONS DISPLACEMENT.
 ELECTRIC CRANE AT SEA WALL CAPABLE OF LIFTING 100 TONS AT 70 FEET RADII.

THE ADDRESS: "TAIKOO DOCK" HONGKONG.
 TELEPHONE NO. 212.
 CALL PLAN: "T" OVER "A.M.S. PENNANT."

BUTTERFIELD & SWIRE
 (INCORPORATED IN HONG KONG)
 AGENTS.

A real cigarette

When we made Chesterfield Cigarettes we tried to give smokers the highest possible quality at the lowest possible price. It didn't take smokers long to discover that Chesterfields had just what they wanted—
 That quality taste of choicest Turkish and American tobaccos blended in exactly the right proportions.
 You'll say

They Satisfy

Chesterfield CIGARETTES

LIGGETT & MYERS TOBACCO CO., U. S. A., Manufacturers

WHICH LINE DOMINATES YOUR HAND?
 The Head Line, The Life Line, The Fortune Line, or The Fate Line?
 This girl's heart line was strongest—that's why her drama is so interesting.
 FOLLOW THE LINE TO
"THE HEART LINE"

HONGKONG HARDWARE CO.
"TAI LEE CHAN."
 — ESTD. 1884 —
METAL GOODS and HARDWARE.
 Tel. No. C.1993. 119 Jervois Street.

A RETICENT MILLIONAIRE.

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I WAS PLAYIN' WITH ALEX.

YOU WERE PLAYIN' WITH ALEX? DIDN'T I TELL YOU TO HURRY BACK?

WHY I HAD A LUCKY BACK—I MET ALEX GOIN'—YOU DIDN'T SAY IT ALREADY GOIN'!

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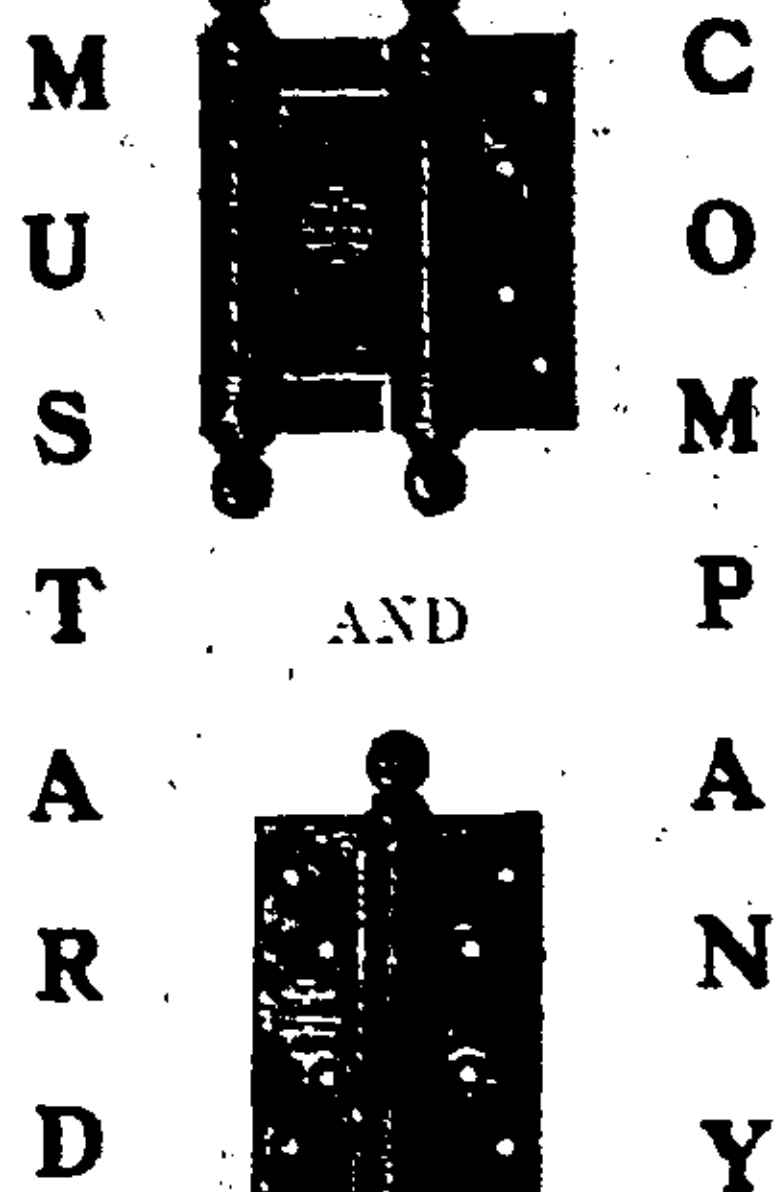
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BIRTH.

VAS.—To Mr. and Mrs. Charles Vas, a son this morning.

The Telegraph.

HONGKONG, 5th Jan., 1924.

COMPARISONS.

It may be that human nature, the world over, makes us magnify whatever hardships we suffer until they assume proportions which make us really sorry for ourselves, and envious of others who appear to be better placed; but when a man who knows the conditions of life in two different decades makes a comparison and decides one way or the other, it may be assumed that his views are not biased in any way. Thus, when we wrote some time back on the hardships of life in Hongkong nowadays, basing our comments on comparison—particularly comparison between pre-war and post-war Hongkong—we felt justified in the conclusion that many of the amenities of life in this Colony have vanished with the changing times. It is interesting to note the views of a business man at home on conditions there, and for this reason we published them yesterday. The gentleman in question draws a gloomy picture of conditions in the United Kingdom now as contrasted with the days before the war, but we suggest he fails to make out that people out here are better off. It must not be forgotten that the homeland hardships are what the British resident has to face on those periodical spells of holiday which mean so much to him, and often form the only prospect that makes his toiling here bearable. Granted that English conditions are, for that matter, world conditions—are most unpromising, the fact still remains that Hongkong life has also its many drawbacks. All we can see at home blacker than local conditions is the big unemployment problem, but in writing of the hardships of local European residents we naturally mean those in employment, and compare them with home toilers. It must be admitted, we think, that the dollar here (approximately two shillings and three pence) has not half the purchasing value of a similar sum at home. Then there are all the comforts of real family ties and home life—however humble that home—which so many of us sacrifice in the Far East. The climate is

against us "aliens" in this subtropical land, the strain of our work is therefore greater, our health is exposed to risks unknown in our native country, and we are obliged, most of us, to live up to a standard that makes serious demands on our income, even if that be not taxed. At present, we maintain that in few places anywhere in the world does a man have to pay out such a large proportion of his salary in rent as in this Colony. In writing of local hardships we laid stress on the position of the man of moderate means, who has to live a life of toil, to marry late or not at all, in order to save up a competence for his old age—and then, if he returns to spend the late evening of his days among his own kith and kin, he has his miserable income duly taxed. Whatever the conditions of life might be in Britain, there are, as we have shown, compensations which make fair comparison with life in the East. In saying this, we reflect the opinion of those who have sampled both, and we refer of course to the majority, and not the favoured few. Anyhow it would seem that "comparisons are odorous."

Our Boat People.

Although the fact has not received much publicity, we think it ought to be generally known that there is something of a campaign going on just now against junk and sampar people who are guilty of mooring their boats inshore at night without the necessary permits. There have been lots of cases at the Marine Court recently, fines having been inflicted. The reason for the regulation which makes it an offence for sampans and junks to lie inshore without a permit is that such craft, when lying alongside the shore all night, make ideal hiding places for robbers and other criminals; and also can be very conveniently used for the smuggling ashore of contraband goods. In principle, the regulation is quite all right, but the question that is exercising our mind is whether there are enough and sufficiently convenient anchorages at which junks and sampans can lie at night. It is all very well to prevent them tying up to the seawall, but, in the interests of the Colony's trade, we do not want to drive them too far away from the centre of things. If a boat is lying alongside the praya laden, or waiting for some specific cargo, it can get a permit, it is true, but a great many boats are hired at almost a moment's notice and their presence along the seawall whilst waiting for morning and possible hire is not allowed. Are the anchorages to which these boats ought to go, sufficiently convenient? We ask that question because we fear that sampans and junk folk are a little unduly harassed just now. The floating population is very essential to this Colony and ought to be provided with lawful resting places at night not too far removed from the scene of the next day's work. These boats anchor alongside the seawall because they find it more convenient than are the present anchorages. Perhaps those in charge of harbour development will not overlook the claims of the humbler boat owners.

Cracker Firings.

We were glad to read in yesterday's *Morning Post* a comment on the ridiculous and indiscriminate firing of crackers which marked the passing of the Old and the coming of the New Year. We have no objection to a *feu de joie* at midnight on the last day of the old year, to the sounding of sirens or to the making of as much noise as possible, if that proceeding gives pleasure or satisfaction to anybody, but we have an objection to the prolongation of the "celebration" until two and three o'clock in the morning and even into the next day. Over in Kowloon the peace and rest of the inhabitants were seriously interfered with by intermittent cracker firing from Monday evening until Tuesday evening, the firing beginning in some places as early on Tuesday morning as 6.30. That sort of thing is not quite good enough and there ought to be measures taken to prevent a repetition. We realise that the nuisance is caused mostly by children who are indulged in

DAY BY DAY.

WE ARE ALL CRIMINALS, BUT BEING DISCOVERED IS THE UNFORTUNATE THING. — *Thames Magistrate.*

The Board of Education is to meet on Monday afternoon.

Mrs. de Martin is to present the prizes at Yau-mai School on the 11th instant.

The Week of Prayer in connection with Hongkong churches is to be observed from January 7th to 11th.

A late notification states that the P. & O. s.s. *Sicilia* is to sail for Shanghai at daylight on Monday.

His Excellency the Governor has appointed Lieutenant R. R. Beauchamp, R.N., to act as Assistant Harbour Master until further notice.

Command Orders state that the pistol range at Scandal Point will be open to British civilians for pistol practice from 5 p.m. to 6 p.m. on Mondays, until further notice.

A Reuter message from Shanghai states that Sir Robert and Lady Ho Tung left there aboard the *Paul Lecat* yesterday on their way home to Hongkong. About two hundred boys and girls students bade them farewell.

The Ming Yuen Gardens at North Point have been leased to a syndicate, which proposes to run the resort as a limited liability company, and, in this connection, will introduce certain attractive features with the view to increasing the popularity of the gardens amongst Chinese and foreigners alike.

The well known men's wear specialists, Messrs Mackintosh & Co., Ltd., announce a special sale of surplus season's stock. On January 7th, 8th and 9th, very substantial reductions will be made to clear the large stock which has been left on hand owing to the mild weather. An advertisement on the subject appears on Page 3.

In connection with the announcement of the forthcoming wedding of Lieut. Morice Blood, H.M.S. *Titanica*, and Miss Doris M. J. Lavers, it should be explained that the notice recently published relates purely to the civil ceremony, the religious ceremony having taken place at Holy Trinity Cathedral, Shanghai, on November 15th last.

His Excellency the Governor has nominated the following as Members of the Court of the University of Hongkong for a further period of three years, with effect from the 1st January, 1924:—Mr. Chau Siu-ki, Rt. Rev. C. R. Duppuy (Bishop of Victoria), Mr. C. Montague Ede, Mr. C. T. Edkins, Mr. Ho Kwong, Rt. Rev. Bishop D. Pozzoni, and Mr. Tso Seen-wan.

After a stay in harbour of over three weeks, owing to the fact that the trouble with her German crew could not be satisfactorily settled, the s.s. *Paul Regendanz* steamed out of port yesterday afternoon with a Chinese crew. It will be remembered that on the way up from Singapore, the members of the crew struck work owing, they alleged, to ill-treatment they had received from the Captain. When in Hongkong the crew asked to be paid off, but claimed that they had a right to be taken to Shanghai as passengers. During the past few days there have been conferences between the Assistant Harbour Master, the men, the agents and various interested Consuls. Matters seem to have been amicably arranged, for, as stated above, the ship left yesterday afternoon for Shanghai.

by their parents, but parents ought to have a little more consideration for their neighbours. The firing of crackers such as is complained of is unlawful, anyhow, but if the tolerant absence of police action is going to be so much abused as it was in Kowloon this year, then the sooner the police stop all cracker firing except by permit the better it will be. We are not "kill-joys" in arguing as we do, we are only anxious to preserve reasonable residential amenities. Cracker firing, to all excepting those engaged in the actual firing, can soon become an intolerable nuisance.

Bulls and Innors

From the Office Butts.

We are authorised to state that there is no truth in the rumour that the staff of the Public Works Department is sending to Mr. T. L. Perkins, the late D.F.W., a gold casket in which to house his C.M.G. decoration.

There is no truth in the story that the moshie match, England v. Scotland, has been postponed.

Judging from prices reached lately, some people seem to be partial to cold chicken.

A London reformer says that modern dancing looks like a race. It usually ends neck and neck.

The "Dun Cow" was done much too soon.

"Elephant Seen in Bird Shop" says the S.P.C.A. report. Perhaps it was a shroff in disguise.

The same document refers to "baskets of snakes." Oh, this holiday feeling!

A Shanghai paper says that "five primary colours" were used in the decoration of the new Astor House ballroom. They do see things in Shanghai!

Lots of Hongkong folk are beginning to realise that the most expensive thing about a house is company.

Some callers take everything but a hint.

An advertiser in an outport wants "a fast lady typist." He's looking for trouble.

The proof of the pudding is in the digestion.

Funny that some people find it hard to get out of bed, even though they've been doing it all their lives.

A goat in the vicinity of Happy Valley ate two sticks of dynamite last week. We should hate it to chase us.

We wish it would butt our landlord. Maybe he wouldn't then butt in so much.

Of course, eating dynamite is awfully bad for the goat's health.

A goat of that sort in the woods is worth two in the garden.

For all that, some hard-headed Hongkong people butt in even where goats fear to tread.

A new serum should be found for folk who lie so well at bowls.

Will the gentleman who inadvertently departed with the poker while first-footing in Kowloon, please return same, as it belongs next door?

A Hongkong Englishman who has just received a New Year's parcel from Scotland says he supposes they call it shortcake because it doesn't last long.

"Felt Boots," says an advertisement. That's what our house-boy did when he smashed our most precious Chinese vase.

"New York Police say that 'The New Year celebration was orderly and very little liquor was found.' Suppose it was swallowed for safety.

If they find liquor on a man in the States, they jail him. If they find it in him they envy him.

Who wouldn't rather be envied than jailed?

Some of the things we are looking forward to in the New Year:—Opening of the Kowloon-Canton line and the incarceration of the youth in the house back of us who still persists in cracker-firing.

Plain chow is in great demand this week.

Four cups of tea at breakfast is the best advertisement of a good time the night before.

Cause and effect: Haggis and Victory.

Past misdeeds aren't the only things that come home to roost. Watch the speed of our shroffs just now.

MacWhirter, he says you idea of three suppers was fine.

We hear of a couple who were so interested in themselves and the chow last night that they went in for the first supper and didn't come out until the third was finished.

They must have been twin souls with double-barrelled appetites.

How's your feet? Instead of coffee they should serve out boracic.

The only boring thing there last night was carried in on a platter.

The success of a ball all depends on yourself.

If any one of our balls were the only ball of the season, it would be the finest ball we ever attended.

When is a Bull not a Bull? When it is written after a Bull Boy, another glass of water!

One of these days a reporter will qualify for the sack by describing the decorations and lighting other than novel and effective.

When does a passage become a pergola? After the fifth one any passage looks rosy.

It is but right that Sentiment and Spirit should go together.

The festive season seems to have put some of our worthy contributors out of action. We hope the "Armchair Critic" will recover consciousness by next week.

As for "Scrutator," he must have stripped his gear, while "Nortonia," it is said, is suffering from over-calling.

Not much use confiding a secret to a political party at home just now. It's almost sure to split.

One good thing about the New Year is that there are such a lot of pay days before Christmas.

Kowloon folk had a "Night with the Spirits" at the Star Theatre recently. Great strength didn't return their money though.

Shanghai doesn't want to see Dr. Brinkley transplant goat glands into human beings, probably owing to a shortage in the latter.

Peking will have trams in the spring. Kowloon hopes they'll be forgotten by then.

Never speak ill of a stranger in Hongkong. He may be a landlord.

Apparently there is to be another oil war. One might call it the stormy petrol.

"Ropes" are in great demand just now. Let's hope nobody hangs himself.

We shan't be long before we experience that gland and glorious feeling. Dr. Brinkley is on the way.

It is said that one or two well-known identities have already been seen stalking goats so that they won't miss the bus.

Of course, if their friends chaff them too much, they are liable to lose their goats.

It may be encouraging to know that over 30 goat-gland babies have been born in the States. Hope they don't feed on tin cans, for all that.

We should say that some of our local lads require tortoise-gland grafting to make them slow up a bit.

Later on they could always exchange them for the swifter variety.

ST. GEORGE'S BALL.

LAST NIGHT'S GATHERING.

With all the usual brilliance, St. George's Ball took place in the City Hall last night, a large company of dancers keeping things going until about 2.30 a.m. As we stated yesterday, the decorations were on the modest side, but the function proved to be enjoyable and entertaining.

The arrival of H.E. the Governor and Lady Stubbs at about 9.30 was marked by a pleasing little ceremony. His Excellency was officially welcomed by Mr. D. G. M. Bernard, the President of the Society, and members of the Committee, the party forming in procession and marching to the "dais" escorted by picturesque beaumonts and drums and fifes. The official set of lancers opened the dancing, the music being supplied by the orchestra of the Hongkong Hotel.

SUPPER AND SPEECHES.

At the end of 8th. dance, the officials and principal guests formed in procession and were played down to the supper. The President's table made a very pleasing scene as viewed from the body of the theatre, the beautiful roses so kindly provided by Mr. Nicholson coming in for much praise. The picture of the ceremony of bringing in the Bear's head was carried out without incident. The catering was in the hands of the Hongkong Hotel Company, who gave every satisfaction.

Menu.

- The Menu was as under:
1. Oxtail Soup
 2. Beef Tea
 3. Cold Fish, Mayonnaise Sauce
 4. Roast Turkey
 5. Roast Game
 6. Roast Capon
 7. Saddle of Lamb
 8. Roast Head
 9. Roast Sirloin of Beef
 10. Game Pie
 11. York Ham
 12. Corned Ox Tongue
 13. Spiced Beef
 14. Chicken Mayonnaise
 15. Potatoes
 16. Green Peas
 17. Maccedoine of Fruit
 18. Stewed Fruit and Custard
 19. Ice Meringues
 20. Ice Cream
 21. French Pastry
 22. Coffee

President's Speech.

The President, having submitted the toast of the King, said: "I wish first of all to express our hearty thanks to the gentlemen composing the committees who have had charge of the arrangements for this Ball. It has taken up a lot of their valuable time, but I hope the great success of the evening will recompense them in some measure for the hard work they have put in. The duties of Secretary are especially arduous, and for that reason perhaps I may be permitted to mention the name of Mr. Hollands as one particularly deserving of recognition. To Mr. R. A. Nicholson we are indebted for the fine display of roses, the flower which has from the earliest times been dedicated to St. George."

The Royal Society of St. George was founded in the year 1894, principally to encourage and strengthen the spirit of patriotism amongst all classes of Englishmen, and to revive the recognition and celebration in every part of the world of our English National Festival on St. George's Day, April 23rd.

In Hongkong, owing to climatic conditions, it has been thought more fitting to celebrate it early in January instead of in April, and the support given to the Ball this year and in years past has been very gratifying and encouraging to the local branch of the Society.

St. George's Early Life.
Of the early life of St. George, the Patron Soldier Saint of England, little is known. It seems to be established, however, that he was born at Lydda in Palestine, of noble Greek parents who were Christians, and he became a distinguished soldier, a man of great courage and a Tribune. For a time he was a great favourite of the Roman Emperor Diocletian, but on complaining to him of the severities towards Christians and boldly testifying to his faith before him, he was put to death on April 23rd in the year 303 at Nicomedia. It was his defence of the Emperor on this occasion that gave rise to the fable of St. George and the Dragon, its real and obvious significance being the coming triumph of Christianity over Paganism. Few saints received such universal recognition as St. George, and it is curious that in Palestine both Christians and Mohammedans even to-day make vows to him in case of danger or great distress.

It is believed that St. George paid a visit to England, and that it was through him that the Empress Helena was converted to Christianity, and through her, her son Constantine, whereby the course of the whole Roman world in matters of religion was changed, and Christianity began to take the place of Paganism.

In Saxon times his memory was held in high esteem and in the reign of King Edward III—the King who instituted the Order of the Garter, the blue ribbon of chivalry, and dedicated it to St. George—he became the recognised "Patron of the Realm of England."

Von Kluck's Tribute.

It was under the banner of St. George that the great battles of Cressy, Agincourt and Shyus were fought and won, and later the Armada defeated, and in the present day it is the same old flag of England that leads our fleets into action.

The following story concerning the First British Expeditionary Force during the Great War was recently told by Earl Haig. It included Scotch and Irish, and although the history and traditions of the countries are different, it is the same spirit which animates us all. My reason for repeating it this evening is that the personnel of the Force consisted for the most part of Englishmen.

A British officer visited Von Kluck in Berlin after the War, and, as customary with the officers of the Allied Armies of Occupation, the British officer held out his hand. Von Kluck said: "Not before I have fulfilled a vow I made before the end of the War. It was that before I would shake hands with any British Officer again I would say this to him:—'I am an old man. I started life in 1844 against the Austrians. I fought in the '70 war, and have studied and talked about war all my life, holding high command before the war, but nothing I have ever read or seen or heard is comparable to the achievements of the First Expeditionary Force sent out to help the French.'"

A Great Heritage.

Now, the spirit of patriotism which I have said it is the object of the Society to encourage and strengthen is more than a sentiment, and the term is employed to include a conviction based upon a comprehension of the duties of a citizen, and a determination loyally to perform such duties. Patriotism is love of country, born of familiarity with its history, reverence for its institutions, and faith in its possibilities, and is evidenced by obedience to its laws and respect for its flag.

We have indeed a great heritage, of which we are justly proud, and it behooves us to keep fresh in memory our traditions, the times of trial and triumph, and resolve that no matter what has been accomplished in the past, we will achieve greater things in the future.

During the East Surrey Band played the following programme:

- 1.—Piper's March from Iolanthe.
- 2.—Overture to Plymouth Hoe.
- 3.—The Ballads of W. H. Squire.
- 4.—Valse Elegante "Wood Nymphs."
- 5.—Selection "Morne England."
- 6.—Incidental Music from Henry VIII.
- 7.—Pompous Processional "The King Henry's Song."
- 8.—Graceful Dance.
- 9.—Water Music.

"ROUND GLOBERS" ALL BOOKED.

Bookings of the s.s. President Harrison and the President Hayes, the first two round-the-world passenger and freight vessels of the recently announced Robert Dollar company plan, are filled from Japan and China ports for the via Suez tour and Manilans will have to wait for the next vessels, due in April, Mr. T. B. Wilson, manager of the Manila Admiral Oriental line agency, announced recently.

The President Harrison, first steamer of the new route, will arrive in Manila February 7 and leave for Singapore February 8, the schedule indicates.

The President Harrison will sail from San Francisco January 5. It will arrive back in San Francisco April 24 and will sail again for trip number two April 25.

CYCLING WHILST GOING.

The latest idea in Jesselton appears to be Golf on bicycles. The other day on the links we noticed two of our leading players following up their ball on bicycles after each stroke! Personally we don't intend to adopt this new vogue as our drives, alas, are not of sufficient length to necessitate the use of a bicycle.—B. N. B. H.

BANK RETURNS.

The returns of the average amount of bank notes in circulation and specie in reserve in Hongkong, during the month ended 31st December, 1923, as certified by the Managers of the respective Banks are—

Bank	Average Amount	Specie in Reserve
Chartered Bank of India, Australia and China	\$12,837,380	\$3,000,000
Hongkong and Shanghai Banking Corporation	44,631,129	50,000,000
Maritime Bank of India, Limited	1,455,649	550,000

Total, \$58,974,158 \$53,550,000

*Sterling Securities deposited with the Crown Agents valued at £912,700.

†Securities with the Crown Agents and Straits Government £1,500,000.

‡Securities with the Crown Agents £130,000.

HOCKEY MATCH.

CLUB DEFEATS GRENADIERS.

A fast game took place yesterday on the U.S.R.C. ground at Kowloon between the Club and the 102nd Grenadiers, resulting in a substantial victory for the former by 7 goals to 2.

At the beginning, the Grenadiers were frequently in the Club circle, but gradually the Club began to assert themselves and Woodward scored. After a few minutes, Sim registered a second goal. The Club continued to press, and More, taking a good pass from McMaster on the right wing, went on and scored. Further goals were added in this half by Woodward and More. At half-time, the Club were leading by 5 goals to nil.

In the second half, the Club continued to attack, and Woodward, taking a pass from a bully-off on the right, scored their sixth goal. Subsequently Owen Hughes shot the seventh from a melee on the left. In the closing stages, the Grenadiers rallied and from a "break-away" Dods secured a good pass from the right and registered their first goal. Just before the end, they again broke away and Samuel scored.

The Club forwards were excellent throughout, and it is difficult to single any one player out for special commendation. Their half-back line contributed greatly to their success, doing splendid work both in attack and defence. England at right back played a magnificent game.

STOLEN NEWSPAPER.

Strange Story Of Belgrade Journal.

The present is a time of strange surprises. Kings wake up and find their thrones taken from them, and a Minister of the recent Bulgarian Government led by Stamboliski entered a police garrison on the night of the revolution only to be told that he was the very person for whom they were waiting—the other party was in power. It rarely enough happens, however, that the owners of a daily newspaper find a mysterious issue of their property appearing on a Sunday without their knowledge.

This is what has happened in Belgrade. No resident in Belgrade can fail to know "Novosti" (The News), which, black with the latest sensation from the whole world, appears every evening at 6 p.m. On Sunday evening, however, this light-hearted journal is silent, but to everyone's amazement it appeared on a recent Sunday, selling as never before.

It appears that, apart from other grievances, the staff have complained for over a year of the offices of the paper, which are in an old and unsanitary building. The owners have constantly avoided a decision, so that at last, after a short notice, the staff marched out and began printing the paper elsewhere, in the same style, the same size, the same type, with even the old numbering continued. Their only alteration is a concession to the law—the insertion of "Belgrade" in the name "The News." Thus the owners have the discomfort of seeing it appear without their control, while they cannot claim it as their property, since its name has, however fictionally, changed.

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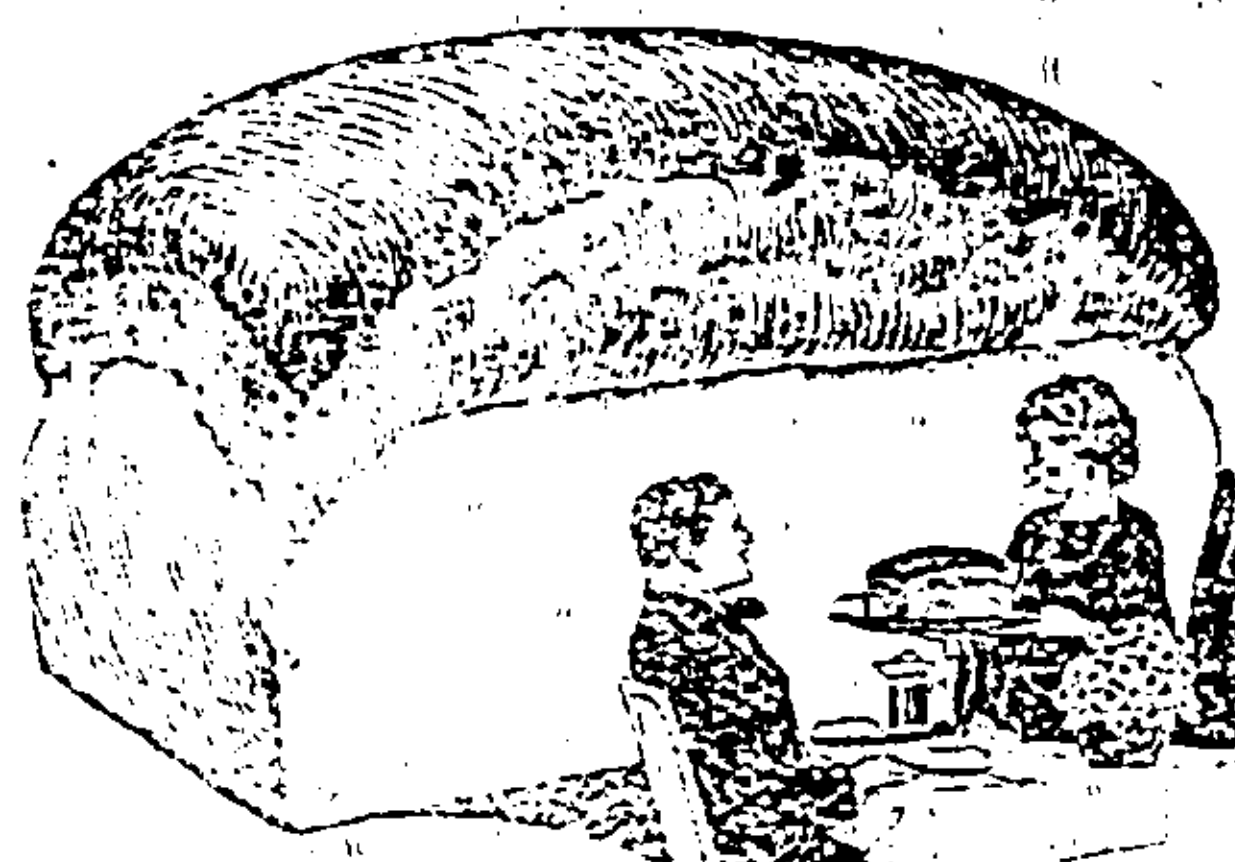
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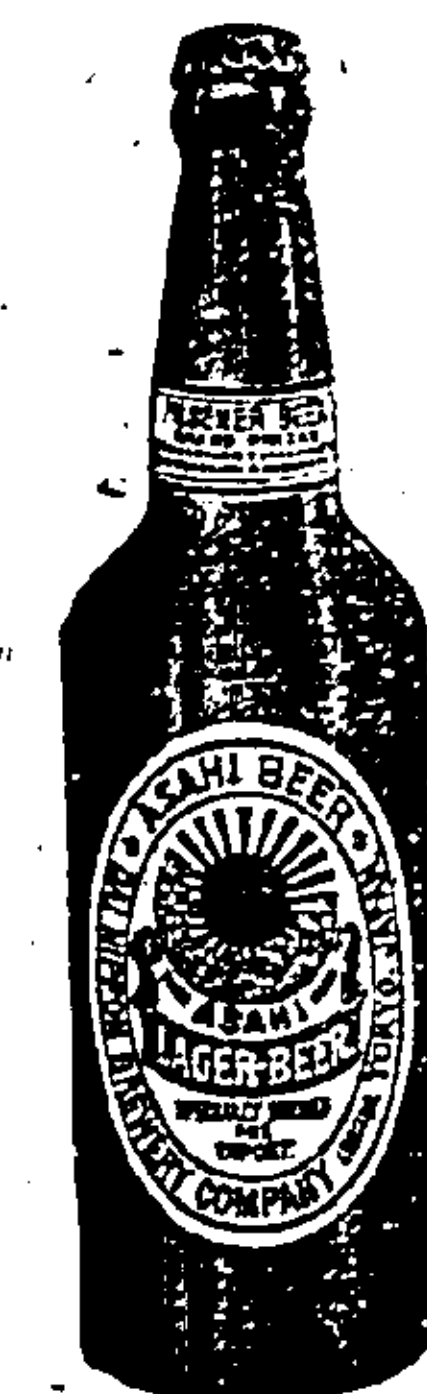
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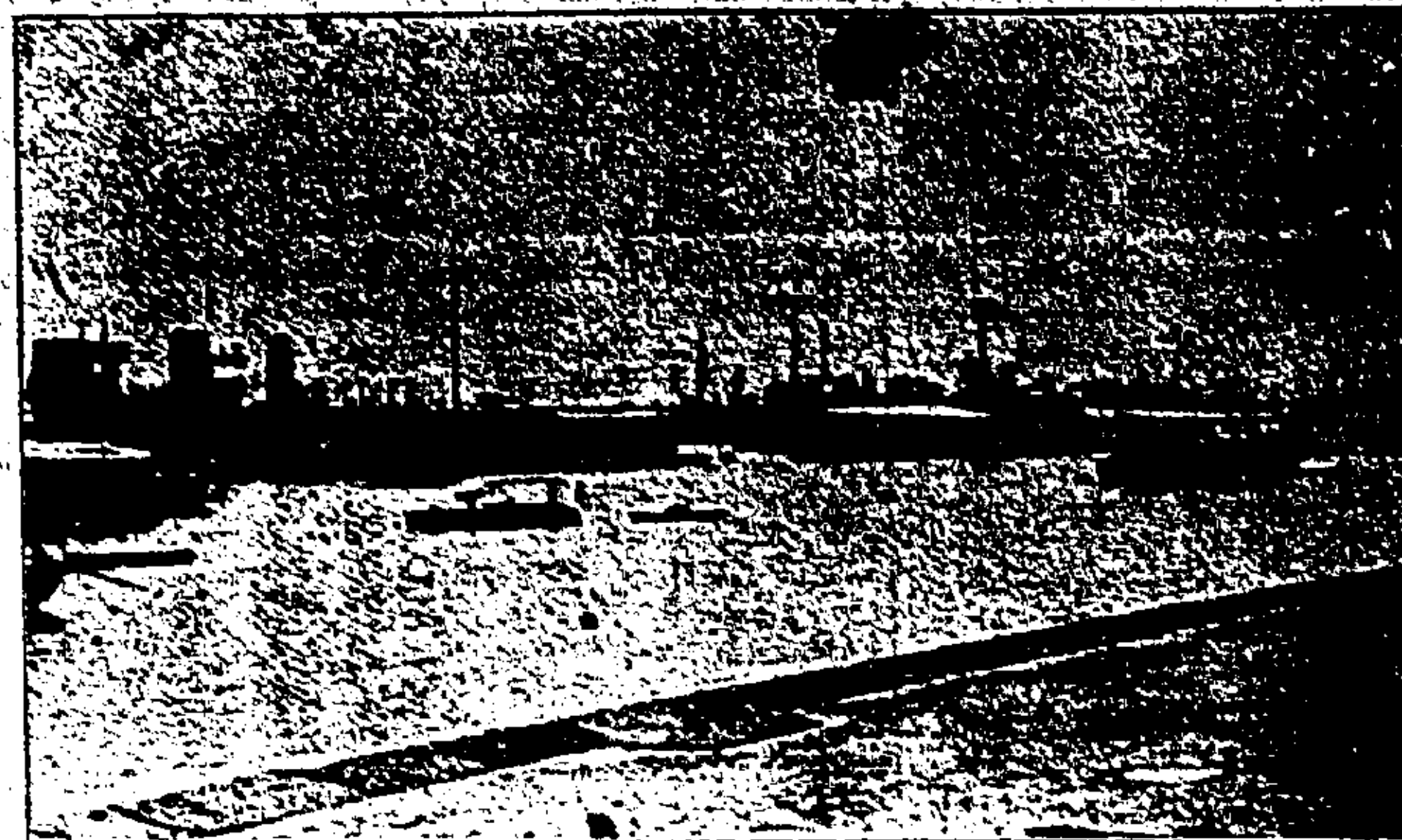
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CAMERA NEWS.



These two photographs show the congregation of foreign men-o-war now off the Shameen, Canton.



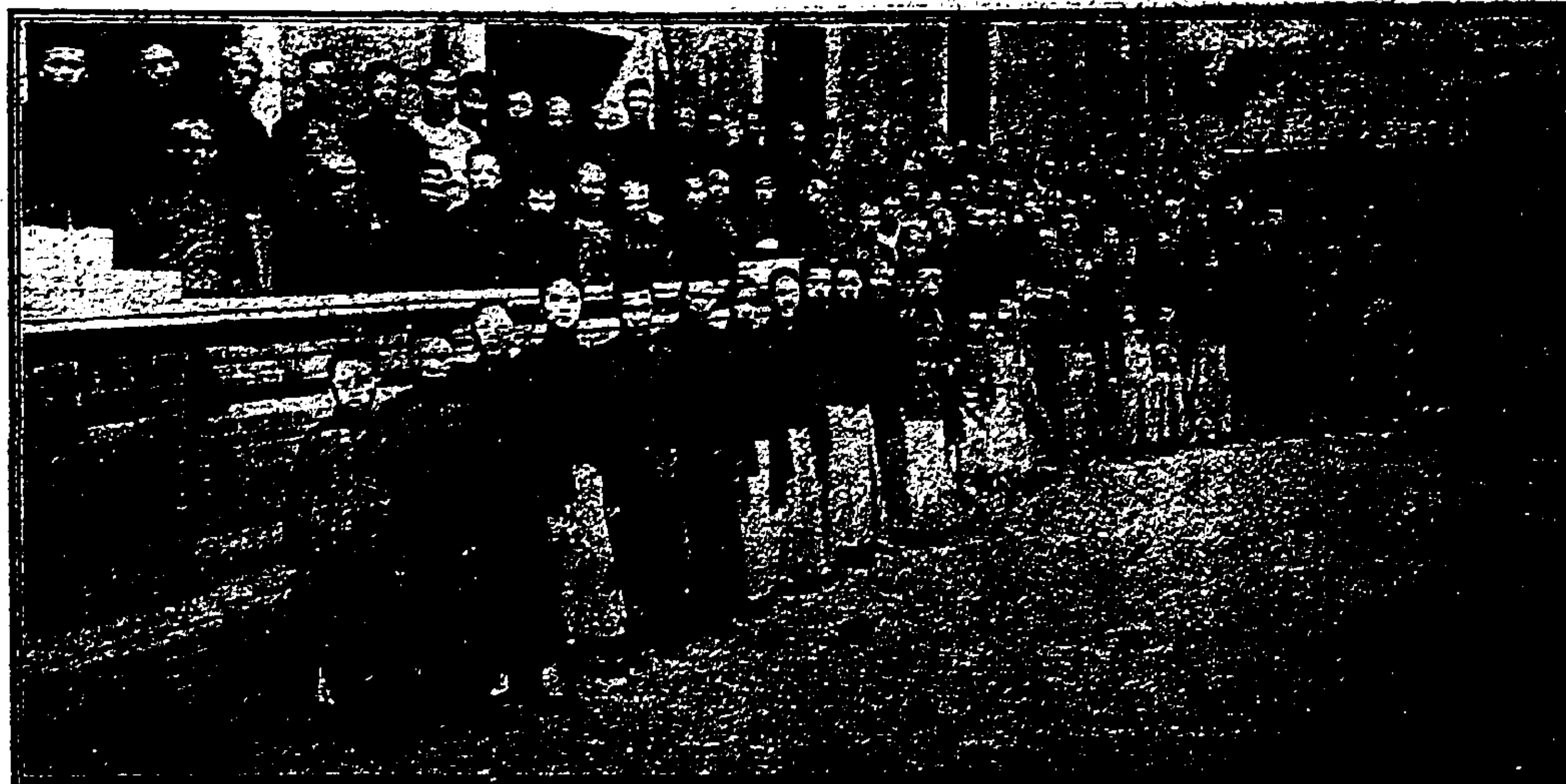
This fine group photograph was taken at the Police Christmas Tree and sports, held at the Police Recreation Club, on New Year's Day. (Photo: Ming Yuen.)



Lona Schmidt, a well-known German actress, who has arrived in America to play on Broadway.



Scotland (left) who were defeated by England (right) in the International football match on Boxing Day. (Photo: Ming Yuen.)



The Shanghai Cotton Yarn Guild celebrated its twentieth anniversary recently. This picture shows the members of the guild who attended the party.



This is Jackson H. Corwin making his famous walk from Philadelphia to San Francisco backwards. He had to use a mirror to guide himself.

WOMEN'S INTERESTS

SIDE DRAPE REMAINS.



This is one of the most popular of the new styles for gowns. It retains the slight silhouette that has been so well liked and the skirt front that is even more so.

The high collar which is now, too, but it is a very important line from throat to hip.

Scarves of plush silk are effectively worn with tweed or camel's hair suits. Usually they are lined with black or brilliantly coloured satins.

"CROWSFEET."

Crowsfeet are the ugly little lines which form around the eyes and give such an ageing appearance to a woman. These little lines may be caused either by eyestrain, a habit of screwing up the eyes when talking, or the passing of the years, which always leave their mark around the eyes. Women with very expressive faces, who laugh with their eyes, invariably find these lines forming quite early in life.

If treated as soon as they appear, "crowsfeet" can be entirely removed, but when they are of long standing it is seldom that they can be smoothed out. They can, however, be made much lighter and less noticeable if treated regularly every night and morning for a couple of months.

At night bathe the skin beneath and at the corners of the eyes with very hot water. Make a pad of cotton wool, steep it in the water, and lay it on the closed eye till the skin around is very soft and moist. Then dry by patting with a soft towel. Take a good feeding cream and tap a little into the skin, then smear more cream over the skin till a thick layer of cream surrounds the eye. Leave the cream on all night so that it may soak into the skin. In the morning, after washing in the usual way, bathe the eyes with very cold water—if possible, icy—dry as at night, then dip the tips of the fingers into an astringent lotion and tap it gently into the skin.

Avoid all eyestrain, and see that the room in which you sleep is fitted with dark blinds or thick curtains, for to wake in a bright light is most injurious to the eyes and causes wrinkles to form around them.



No less important than ability to dance well is knowing how to act in the ballroom—how to be natural and free from self-consciousness and awkwardness. Above is seen Mr. Arthur Murray, famous international dancing master and head of the Arthur Murray School of Dancing, New York, who is writing a series of articles on the very latest dances, the first of which appears elsewhere on this page. He will also explain ballroom etiquette—the things you should and should not do at a dance.

Mr. Murray will teach you the American Tango, the Ambassador Fox Trot and the Wildflower Waltz, this season's most popular dances. He will tell how to avoid being a "wall flower," how to improve yourself socially and become popular. His rules for proper ballroom behaviour are fully as interesting and instructive as his graphic instructions in the latest steps.

BEAUTIFUL DRESS NOVELTIES.

The latest bracelet is a black moire silk with a clasp like that of a wrist watch, ornamented with a cut steel or diamante buckle, and a loop through which a handkerchief may be slipped. These are very effective, whether the handkerchief is worn with them or not. And they are quite inexpensive. The trick is to choose the right colour of moire to harmonise with your skin: black for the fair skins, peacock blue for olive skins, and orange or black for the ruddy brunettes.

A rose or a tulip made of silk opens to disclose the fact that it is really a tiny bag to carry money and make-up. These are made with a bracelet attached, so that they may be slipped on to the wrist while dancing. The brilliant flowers give an excellent touch of colour to a black or a white gown.

For the older woman who likes something fussy for evening there are bags made of the same material as the dress, and ornamented around the edges with flowers made of mother-of-pearl shells, dyed to match the colour scheme.

Mother-of-pearl plaques set into the leather are the latest ornament for the envelope-shaped bag; which are smart to carry with the severely tailored suit or the morning frock. Square bags are, for the moment, the very smartest thing, and they are carried against the hand by a strap at their back. A dangling bag is considered anything but "tailored" these days.

Garters are quite a feature with all the Paris lingers. The most frivolous of all have a garniture of ostrich feathers loosely curled, centred around a rhinestone buckle. Other are trimmed with little flowers made of closely-rolled ribbon set edgewise. More loosely made ribbon flowers adorn others, and while these often are pretty, they wear less well than the tight little blossoms. A rosette of metallic lace is another favourite trimming. All garters, whatever their garniture, must have the lining and outside of contrasting colours of ribbon. Sometimes the outer ribbon matches the stockings; beige, grey or flesh. Sometimes it is a vivid colour, orange scarlet, Nile green, or royal blue.

HATS AND HAIR DRESSING.

Ribbon has been the favourite trimming for hats for a long time, and the milliners are always devising new ways of using it. The latest idea is pencil tucking stiff gros grain ribbon, making it run up the hat crown to the turn which traverses the head, and down to the hat brim, where the tucking stops, and lets two ribbon ends fall over the brim. A very smart woman had a black hat trimmed with grey ribbon in just this way, and her tortoiseshell-coloured Pekingese had a collar of just the same shade of ribbon, also pencil tucked. But this is rather an extreme in absurdity, even for Paris.

Short hair is no longer the fashion in Paris, except for bachelor girls, who have their cropped at the back like any man's but leave the "bobbed" effect at the sides to make hats more becoming. On the other hand, the most feminine of women are wearing their hair bobbed, or as our grand-mothers would have said, "banged," at the sides, while the hair at the back of the head is coiffed most femininely. This compromise between bobbed and long hair fashions is gaining in favour. The front hair is waved forward on to the cheeks, and is most becoming with smart hats.

Long black silk fringe is used effectively on a white satin dinner gown that has long, tight sleeves.

A LITTLE PHILOSOPHY.

"Some of your griefs you have cured, and the sharpest you still have survived."

But what torments of pain you endured from the evils that never arrived!

Happiness when unsought is often found, and when unexpected often obtained, while those who seek her the most diligently fail the most because they seek her where she is not.

THIS WEEK'S RECIPE.

Cocoanut Macaroons.

Two eggs (whites), 3/4 cup shredded cocoanut, 1 tablespoon cornstarch, 1 teaspoon vanilla.

Beat whites of eggs until stiff and dry. Beat in sugar. Put in top of double boiler over hot water. When lukewarm add cocoanut, cornstarch and vanilla. Mix well and drop from a small spoon onto sheets of oiled paper. Bake in a slow oven until tops are lightly browned.

BEAUTIFUL WAIST DRAPERIES.

To achieve variety when the wardrobe is meagre, there are several new waist draperies which are attractive. A long piece of georgette or nylon, either plain or figured, is gathered into one end of a long, narrow buckle, through which a coloured ribbon, long enough to tie about the waist, is passed. The ribbon ties about the waistline of a plain frock of satin or crepe, and the long end is draped, scarf-wise, from one side about the shoulders, or falling down the back. Or, by reversing the belt, the silk may be used to fall straight down the skirt like a tunic.

Another girdle is made of a chain of roses and leaves. Each "flower" is made of twisted satin ribbon, with a corded edge, and each leaf is wired to keep its form perfect. A variety of such belts can be used to change the aspect of plain frocks, and make them suit various occasions.

BEAUTIFUL SHOULDERS.

A good shoulder line always improves a woman's appearance, giving dignity and grace to her carriage, and even if the shoulders are too high or too square, exercise, practised conscientiously, will do much to improve the "line."

When walking or sitting draw the shoulders backwards and downwards; never hunch them up towards the ears, for to do this gives a stiff, awkward look to the whole figure. The woman whose shoulder are too square and high for beauty can improve the "line" by practising the following exercise for a few minutes every day.

Stand erect, with the shoulders drawn back and down, the arms hanging limply at the sides. Clench the fists and bend the arms at the elbow, then raise the first till they touch the shoulders; lower to the level of the waist, return to the original position, and repeat.

When the shoulders are too thin they should be massaged two or three times a week with a little pure olive oil. Wring a piece of Turkish towelling out in very hot water, and lay it on the shoulders for two or three minutes to soften the skin, and make it more receptive to the oil. Then remove the towel, and dry by dabbing lightly.

COLOURFUL SCARFS.



The scarf sketched is of cloth of gold, lined with flame-coloured chiffon and beaded in flame-coloured beads.

It would be beautiful in printed silk or velvet or in any number of interesting colour combinations.

Pour a few drops of oil in the palm of the hand and rub well first into one shoulder, then into the other, working in a circular direction round and round over the shoulders both front and back.

After the massage remove any of the oil which may not have been absorbed by the pores of the skin by wiping over with a soft towel. The next thing to be done is to put a little fine oatmeal into the palm of the hand and rub into the skin. This will soften and whiten it. A mixture of peroxide of hydrogen (10 vol) and fresh lemon juice in the proportion of two dessertspoons of lemon juice to one of peroxide is also excellent for whitening the shoulders and giving a pretty transparent look to the skin.

SOME INTERESTING HINTS FOR THE BALLROOM.

BY ARTHUR MURRAY, DIRECTOR, NATIONAL INSTITUTE OF SOCIAL DANCING.

The gentleman places himself in the position of asking for the favour when he asks the lady to dance. At the end of the dance he thanks her and makes some complimentary remark to the effect that he enjoyed the dance.

A young woman always precedes her escort when entering a ballroom. If accompanied by a chaperon, a young woman slightly behind the older lady. She pays her respects to the hostess and then moves away, making room for other guests.

When accompanied by a chaperon, a young woman may return to her side after each dance if she wishes, particularly if the number of acquaintances is small or if she has no dancing partner. However, if a number of her dances are sought, she need not return to her chaperon unless she wishes, though it is courteous to return at intervals.

It is not good form to decline a dance unless the young woman is ill or is not dancing. If she declines a dance, then she should not dance any more during the evening. It would, of course, be rude to refuse a dance with one man and then accept an invitation from another.

Nor is it in good taste to "sit out" a dance, or frequent darkened corners. A young woman should also refrain from devoting too much of her time to any one man, even her fiancé. The gracious and popular girl dances with each partner that asks for a dance. Impartiality is much better taste than favoritism.



Act as though you enjoy dancing, with your partner, even if it hurts. Arthur Murray and Aileen Meehan demonstrate.

It is the duty of the gentleman to serve the ladies and see that they are supplied with everything they want from the supper room. A woman does not help herself in the supper room, but depends upon her escort and the servants to supply her wants.

When a dance is over, a lady may stroll with her partner through the drawing rooms or accept a glass of punch or go into the supper room. If she wishes to be released from the company of her companion, she may ask him to take her to her chaperon, or to join a group of friends.

Needless to say, a gentleman never leaves a lady standing in the middle of the floor, but escorts her back to her chaperon or friends. The man does not take the girl's arm when walking in the ballroom. He may make a graceful escape from dull or uncongenial companionship by thanking her for the pleasure she has given him and stating that he must find the young lady with whom he has the next dance.

Programmes have practically become obsolete, so that a girl does not reserve dances so far in advance as formerly. The popular habit of "cutting in" almost prevents her from reserving even one entire dance for a partner, especially if she is popular.

A departing guest always seeks out the hostess and expresses pleasure for a pleasant evening. However, if one departs early and the hostess is engaged, he may properly leave without disturbing her.

After dancing with a girl, if a young man wishes to seek another partner, he should leave his first partner with friends or the chaperons and seek another gentleman to dance the next dance with his original partner. He can leave his partner by explaining that he wishes to hunt a friend whom he is anxious for her to meet.

ON STAGE NOW.



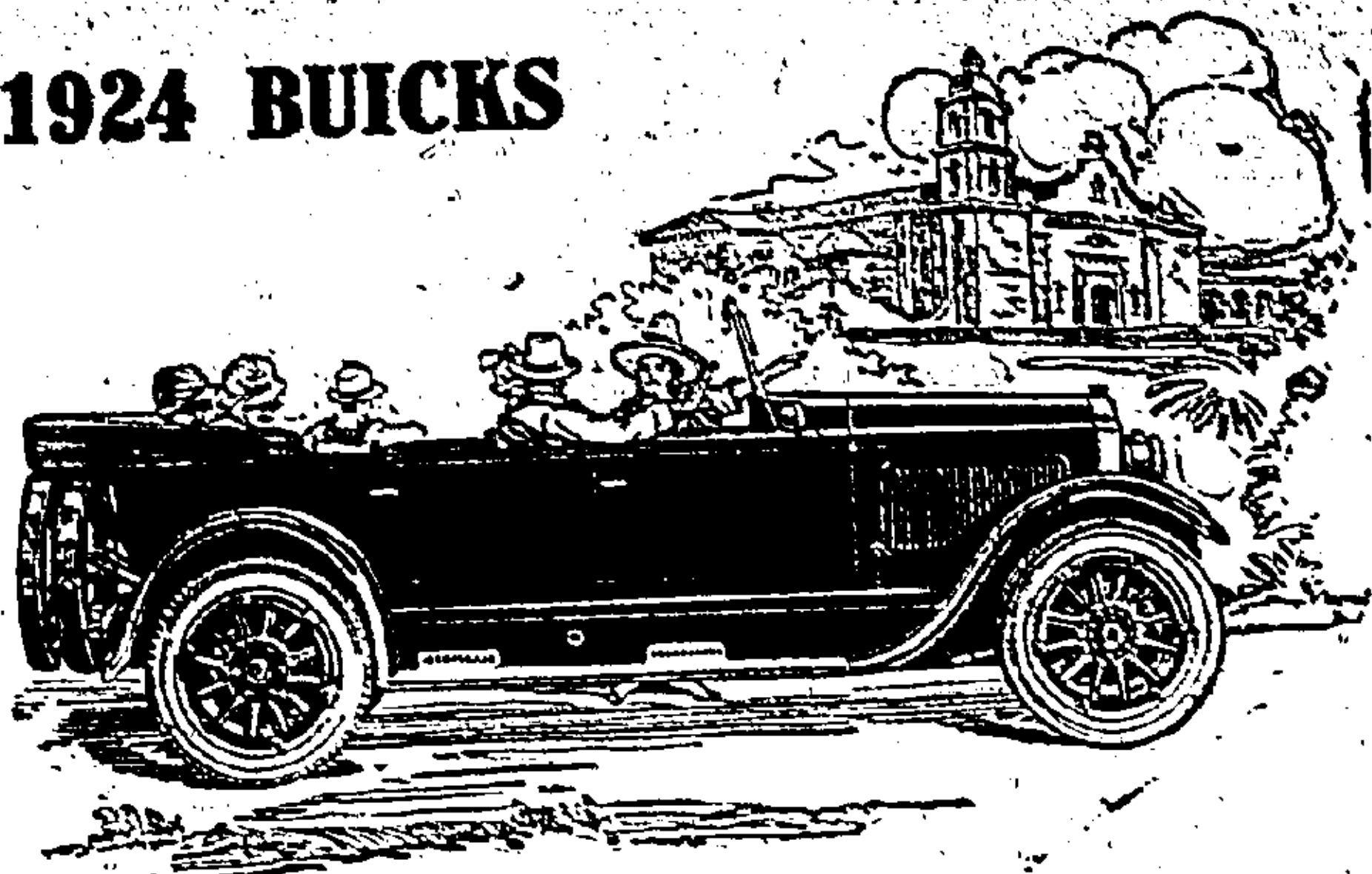
Princess Marie Louise Galitzine, daughter of Prince Galitzine, who was Russian minister at Munich in 1914, has taken the stage as a livelihood. She is appearing in Paris.

COMBS FOR EVENING WEAR.

Combs are one of the fancies of the year for evening wear. They may be the very low combs which encircle the back of the head closely, and hold a rolled chignon in place from ear to ear, or they may be high and fantastic. Some are fanshaped, like the great Andalusian combs, and some are almost as large, while others take on more modest dimensions.

Some are narrow and high with square tops, and these are intended to be worn at an angle. Other designs imitate the diadem-topped Empire combs, and are set with coral or turquoise. Modern manufacturers are exaggerating the idea and making scarlet celluloid combs, topped with large balls of the same colour. Tortoiseshell is quite the smartest thing for combs, but if you cannot afford the real tortoise it is much better to wear a coloured comb of celluloid.

1924 BUICKS



For the sixth consecutive year Buick has been assigned first place at the National Automobile Shows which will be held in the United States during January 1924.

As has been the case in previous years, the choice of positions was made on the basis of the greatest dollar volume of business done by manufacturers during the year at hand. The fact that Buick has been given first place six times in succession is convincing evidence of Buick's leadership, and the leadership of General Motors, in the automotive world.

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GOG AND MAGOG FEASTS.

When Guildhall Banquet Had 414 Dishes.

In these days the Guildhall banquet on the historic "9th" is a modest affair from the culinary point of view, says a mail paper.

By what may be called, without offence, the aldermanic standard, it is scarcely worth consideration.

A little turtle soup, a fillet of sole, slice from the baron of beef, with a roasted potato, or a bit of partridge or pheasant, and a sweet, and the feast is over.

But, of course, nobody goes to the Guildhall on this occasion for the sake of the dinner. The speeches are the main attraction, together with the privilege of being "among those present."

It was far different in olden times. Then a banquet was a banquet.

There has happily been preserved to us the menu of the banquet in 1761, which was graced by the presence of George III.

In accordance with the custom of the times on great occasions there were four "services."

The first consisted of nine dishes—turtle soup, venison, and fish of various kinds, including dories, mullets, soles, and tench.

The second service was, also, of nine dishes—all roast. Ortolans, teal, quail, ruffs, knots, peacocks, snipe, and partridges were eight of the birds provided, but history is silent regarding the ninth.

In the third service were vegetables—green peas, green morcelles, green truffles, cardoons, and artichokes, but these were supplemented by ducks' tongues and fat livers—11 dishes in all.

To wind up was a variety of "curious ornaments in pastry and

makes, jellies, blomonges in many shapes, figures and colours."

In all, not including the dessert, there were placed on the table 414 dishes, hot and cold.

"Champagnes, burgundy, and other valuable wines were to be had everywhere, and nothing was so scarce as water."

HOUSED IN GAOL?

The Cheshire County Gaol at Knutsford is at present empty so the Knutsford Council have decided to ask the Prison Commissioners if portion of the building can be used as temporary dwellings. It is pointed out that there is a great shortage of houses, and consequent overcrowding, in the town. This plan would relieve the housing and overcrowding troubles, and alterations could be quickly carried out. In pre-war days there were 700 prisoners at Knutsford.

RADIO NOTES AND NEWS.

A Compact Army Field Set.



Here's efficiency in radio. It's a radio receiving and transmitting set as large as a popular receiver alone. That is how far the United States Army Signal Corps has advanced in this science. The set was used recently in army manoeuvres in Texas. Notice the hand generator at the right.

THE VALVE'S RIVAL.

Until recently the Poulsen arc and the valve types of C. W. or telephony transmission have been universally used, but a new invention, the Schmidt high-frequency generator, bids fair to become a serious rival, and to partly supplant the valve from the smaller as well as from the larger stations, says *Popular Wireless*.

High-frequency generators have so far only been used for large wireless transmitters, the smaller waves used in minor stations being supplied by none of the high-frequency machines in general use. Further, the necessity of keeping constant the number of revolutions, which in the case of shorter waves is particularly important, constituted a problem for which no satisfactory solution has as yet been available.

Both of these difficulties, however, seem now to have been solved with remarkable success by Mr. K. Schmidt, chief engineer to the C. Lorenz Company, whose new machine sender is used with excellent results not only in high-power stations employing a limited number of wave-lengths, as heretofore, but also in the place of vacuum tube transmitters in medium size and small stations employing a considerable range of wave-lengths, waves as short as 600 metres being generated directly with perfect constancy, while 300 metre waves will no doubt shortly be obtained. Machine senders of this new type are extremely simple in operation, requiring only the switching-in of the converter and adjusting of wave-lengths, while the regulation of the number of revolutions is entirely automatic.

CONSTRUCTION OF THE GENERATOR.

The Schmidt machine sender is designed for antenna outputs of 0.3 kw. to 1,000 kw. Continuous current or 3-phase current motors are used for operating the high-frequency generator, the former alone being necessary in the case of minor stations; while 3-phase motors are preferable for larger stations working with longer waves. All high-frequency machines of the new type are operated at a speed of 3,000 r.p.m., and are coupled direct to the motor. Their fundamental frequency is 5,000 to 8,000 cycles per second, and their circumferential speed does not exceed a maximum of about 115 metres per second—i.e. the limit generally considered compatible with safe operation in the case of normal machinery.

The new high-frequency machine is a standard homopolar dynamo, specially designed for high-frequency generation. In fact, it is the simplest type of dynamo imaginable. The current is generated in a stationary coil, the rotor is massive, and has neither slip-ring nor coil, so that the safety of operation of such a machine is sufficient to preclude practically any possibility of breakdown. Converters up to the largest outputs are designed with air cooling, which, from the point of view of safe operation, presents considerable advantages. Ball bearings are used in high-frequency machines up to 200 kw., which makes for additional safety. The efficiency

of a high-frequency generator-converter set is intermediary between 65 and 80 per cent.

In the case of the transmitter, the high-frequency current from the machine is through the intermediary of a capacity and self-induction supplied to a frequency transformer, and odd multiples of the fundamental frequency being readily obtained by merely altering the tuning with this transformer without any continuous current excitation.

The frequency transformer is placed in an oil casing cooled either with water or air, and comprises generally a single coil. The efficiency of conversion from the fundamental waves to the waves actually desired is intermediary between 50 and 60 per cent, and upper harmonics being disposed of entirely.

TUNING SIMPLE.

An intermediate circuit is in the case of minor stations coupled to the coupling self-induction; whereas in connection with larger stations the antenna is coupled direct, without giving rise to upper harmonics. Thus the wave desired is first adjusted in the impulse circuit, after which the intermediate circuit and, finally, the antenna are tuned. Any given wave-length is thus obtained in the most simple manner. The speed controller used for regulating the number of revolutions consists of a plate spring arranged on a disc or immediately on the rotor of the high-frequency machine. This spring comprises two contacts acting on one another in such a way as to make contact once during each revolution, the time of contact being dependent on the speed of rotation of the motor. Regulating organs provided between the two contacts—e.g. the field resistance in the case of continuous-current shunt motors—are thus short-circuited. The spring is thrown outward by centrifugal force, while undergoing at the same time the action of gravity; its dimensions are so calculated as to ensure a contact of variable duration, in accordance with the actual effect of gravity, thus controlling the starting motor in the same manner as in the case of the Tirrell regulator.

BROADCASTING ANNIVERSARY.

The first anniversary recently passed of the official beginning of broadcasting in England. Great developments have been seen since, on November 14, 1922, news bulletins and weather reports were sent out from wireless stations in London and Manchester, to be picked up by the thousands of people who then possessed receiving sets. It is estimated that at the present time approximately a million people in Great Britain listen on any night of the week to the programmes transmitted by the British Broadcasting Company. The Postmaster-General announced recently that 492,000 broadcasting licences had now been issued, and it may be taken that the majority of the licence-holders use more than one pair of telephones, and that many have added a loud speaker to their apparatus. Two years ago English broadcasting was limited to a few amateurs who exchanged experimental messages among themselves.

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An Electrically-Driven Pendulum which operates any number of Dials. The Pendulum is combined with a simple switch so that both the time-keeping and switching functions are performed automatically and in an ideally perfect manner. Each dial has only a "one-wheel" movement behind it, yet this simple mechanism secures uniform and accurate time-keeping without winding up or any other attention.

They are correct to within half a minute in six months. Let us quote you for complete installation.

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At the Sales.

Lady "Di" says "If it isn't exactly the shade you want, you can Twink it!"

"It's wonderful what Twink can do," says the assistant. "and the only reason which prevents you from 'shaking' it up is the colour. A length of silk, a blouse in the style you like, or a velvet little evening frock—all worn-out, but when you use Twink they are in the right shade, better than the bargain while you can, and Twink them!"

There are twenty-four shades of Twink, and the shades you like are there. You need never wear a faded or an unbecoming frock—the Twink way is easy. Follow the directions carefully, and delightful results are certain.



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THE HUMAN ZOO



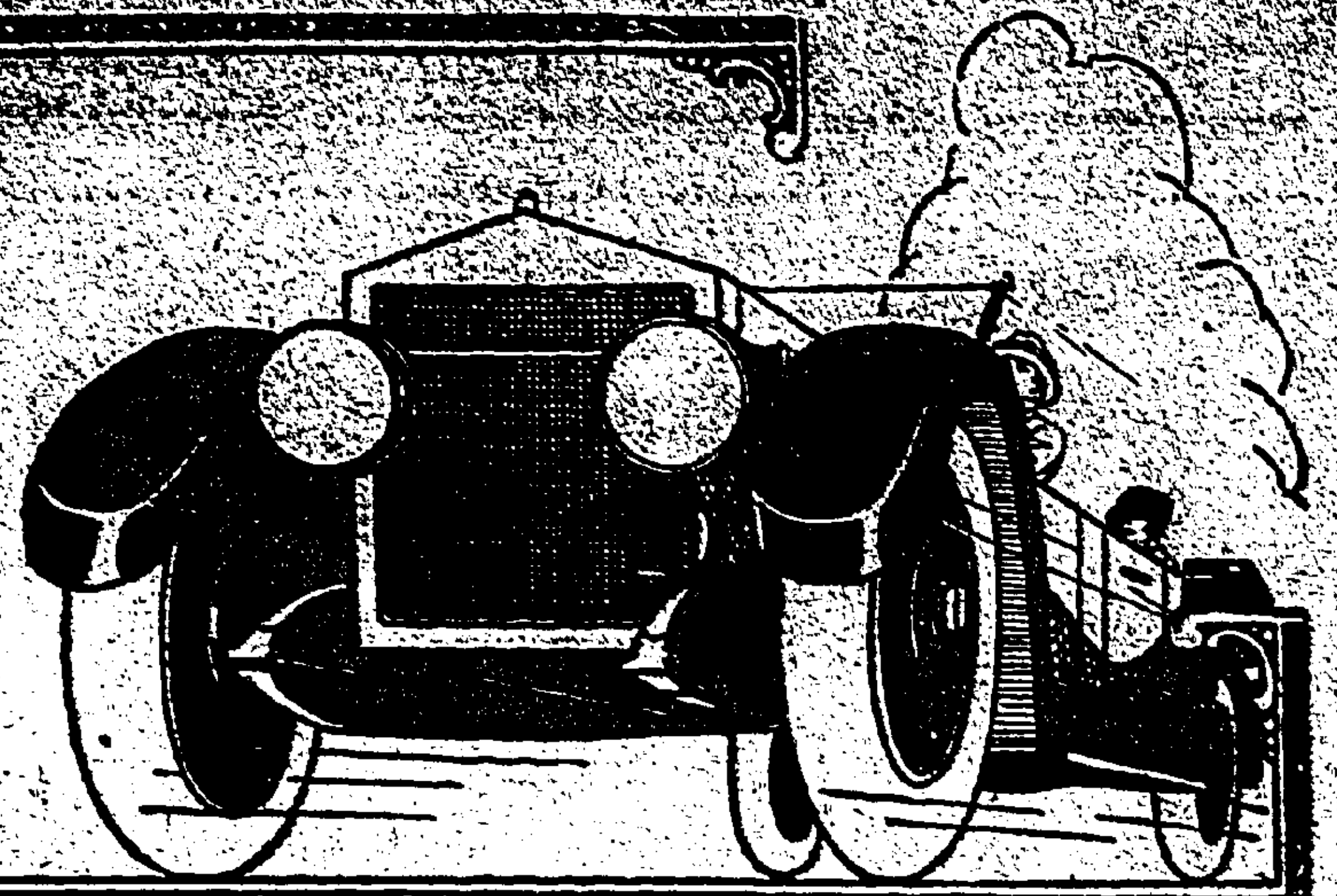
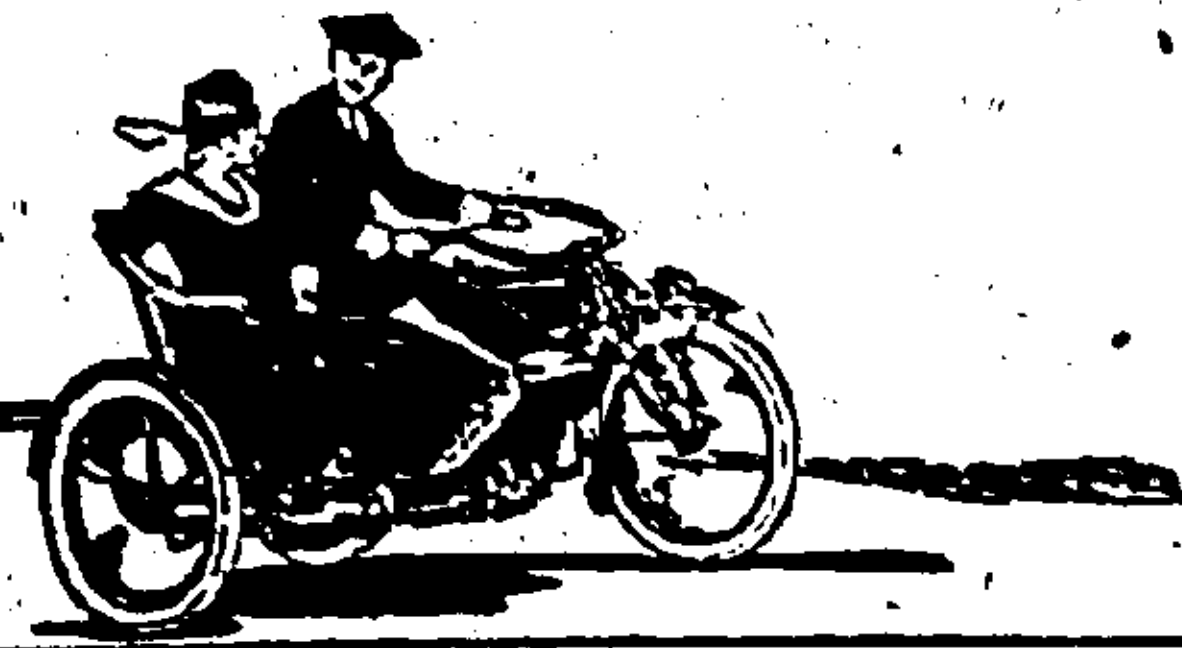
"Officer, is it perfectly safe for us girls to go in there?" "Sootily, ladies, ye'd be soafe anywhere."

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, the 5th. January, 1924.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Although we are quite willing to admit that the Stubbs' motor, fact that the Traffic Department, road was considerably damaged as a Department, is doing its by the very heavy rains which level best to provide effective fell last October and also that the traffic control, but it is unfortunate amount of building activity lately true that Indians and taking place in the neighbourhood Chinese do not make good, con- is not very helpful as regards, the trollers of traffic. They wave preservation of the road's surface, cars on when they should often we do think that this important warn then to go slowly and they artery to the Peak might come in exhibit a nonchalance not very for a little early attention on the fitting as guardians of the public part of the P.W.D. The condition safety. Perhaps the cure is to be of the road at the moment is not found in having Europeans on good and the occupants of even traffic duty, and it is a duty suffi- the best sprung car come in for a cliently important to warrant lot of jolting, whilst to the poor whatever steps are necessary for motor cyclist the road is anything its proper discharge. It may be that the roads department have made plans for the restoration of the surface to its former high-class condition, and if so it can only be hoped that these plans will be put in hand as early as possible.

Heretofore the motor buses in Kowloon have been confined, so far as chassis is concerned, to the Ford one-ton truck type, but during the past few days there has been seen at least one bus of quite a heavier and different class. It passed too quickly for the writer to discern the make of chassis, though it was of the Buick pattern. The bonnet was a flaming red, the bus also red and it looked a conspicuous object as it flashed down Nathan Road. While we are all for brighter Kowloon, it is to be hoped that motor bus proprietors are not going to be allowed their own sweet wills on colour schemes, otherwise we shall see some wonderful jazz effects over on the Peninsula.

With the greatly increased number of motor vehicles in Hongkong, the matter of effective traffic control becomes more urgent every day. The main trouble at the moment is the lack of discretion shown by point policemen in communicating to motor drivers' progress or stop signals. On some of the most dangerous corners in the Colony, Chinese and Indian constables on traffic duty seem to be ignorant of the great importance of their work.

Let us give an instance, witnessed by the writer, to prove our contention. A private motor-car was the other day about to turn out of Haiphong Road into Nathan Road, and, at the same time, a motor bus was proceeding up Nathan Road in the direction of Yau Ma Tei. The Chinese constable on point duty gave the right-of-way to the private car, thereby indicating to the motor bus the necessity of pulling up. Instead of obeying the constable's warning, the driver of the bus continued on his journey, and a collision was only avoided by smart pulling up by the driver of the private car. The extraordinary feature of the proceeding was that the Chinese constable never said a word to the motor bus driver who was in grave fault, and took absolutely no steps to justify his (the policeman's) authority. Surely this is a case of a constable taking his duties lightly. What is the good of a traffic constable who is so unimpressed with the importance of his job?

The Hongkong Hotel Garage announce an addition to their agencies in the "Gray Truck"—a vehicle which is rapidly gaining favour all over the world on account of its economical running and general excellence. The chassis, aside from its heavier construction for truck use, is a twin of the famous "Gray" which officially broke the world's economy record.

It has semi-elliptical springs under a substantial frame with two sturdy tubular cross members, eliminating frame distortion. There are no rivets in the upper and lower flanges—the maximum strength being thus obtained. The body sets directly on the frame and any standard body fits the chassis.

With the ever-increasing need for reliable truck transport in the Colony, the Gray truck should become as popular here as in other countries, and all firms interested in economical transport service should make a point of obtaining further particulars from the Hongkong Hotel Garage.

More and more people are taking to motoring every year, even in such a relatively small centre as Hongkong. That means that novices are all the time making their appearance on the road, and most of us who are now in the class of experienced motorists know how and what we felt when we made our first run in public. We see that a writer in a Home paper has been giving some advice to novices, and he advises those who go for their first driving lesson to "make up your mind that you are going to look comfortable and be comfortable." He continues: "I can't explain why at the moment, but your appearance when driving is quite an important factor in road safety conditions. No one looks comfortable when driving if he or she has to look anywhere else except in the direction of travel. When you've got your first insight into gear-changing sit in the car by yourself and do imaginary gear changes until you know the movements off by heart almost without any definite thought. When you make your first run as a driver on the public road remember that you are a novice. You must try and cultivate confidence in yourself—but never be over-confident. As with most other things, the happy medium is the ideal." All of which appears to us to be perfectly sound and useful advice.

NEW CADILLACS.

A NOTEWORTHY TRIAL TRIP.

All the way from Detroit to Los Angeles, in cities and small towns, are scattered individuals with a well-developed bump of curiosity who know to-day that they saw and recognized a new type motor car several months before the general public knew that it was even contemplated.

Back in June and July, either near some small hotel or at a gasoline filling station, these observers noted three open Cadillac cars different from any they had seen before. They were finished in a dull grey. They were equipped with tourists' trunks on running board, water bottles, rope, axes, shovels, and other camping paraphernalia; and the coating of dust and mud over cars and occupants hinted of a caravan which had seen long and arduous travelling.

The three vehicles, two touring cars and a phaeton, were the first three V-63 products built from the jigs and fixtures to be used in regular production. Their occupants were officials and executives of the company, who were out to experience the performance of the new creation. The driving conditions were to be practically the same as those under which the average driver would get acquainted with his new V-63 a few months later.

The difference was that the company officials condensed into four brief weeks the experiences which a Cadillac owner would obtain only in a period of months, and in some cases, years.

The trip had been planned so that the officials, leading engineers and technical experts who composed the party might appreciate the performance of the new cars under every driving condition. The route through eastern Colorado, New Mexico and portions of Wyoming gave the opportunity to travel for hours at a stretch at high speeds. Rough going was experienced on the rocky and arroyo-broken roads of Nevada, Utah and Arizona.

In the prairie states the caravan moved slowly but steadily forward over gumbo roads so slippery from recent rains that chains were required on all four wheels.

The party left the factory in the three cars at 8.30 in the morning of June 19. In four weeks they traversed the prairies, conquered the Sierra Nevadas, crossed the Great American Desert, ascended Pike's Peak, negotiated the Rockies, rolled down the western slope to Los Angeles, and after a brief pause returned to Detroit, covering 9,000 miles and running up an average of 318 miles per day.

In the course of the trip, after leaving Chicago, the cars passed through Cedar Rapids, Iowa, to Omaha and McCook, Nebraska. Denver was the next objective. After a tour of Estes Park and the climb of Pike's Peak, the caravan was soon speeding along the Santa Fe trail to Los Angeles, which was reached just nine days after leaving the factory.

Five days were spent in California. After a two day rest in Los Angeles the three cars headed for the north, through Bakersfield and Fresno to Wawona, and from there to Camp Curry. As they stood parked in front of the Yosemite camp with their Michigan licenses, no one suspected that they were the first of the new V-63 Cadillacs to come from the regular assembly line.

From the Yosemite, the Big Oak Flat road was followed, to Sacramento. The Placerville road and a trip around the lake to Reno provided

A LOCAL MOTOR MISHAP.



Here is seen the Hon. Mr. A. G. Stephen's Hudson car as it fell over the embankment in Garden Road recently. Coolies who were cleaning it in the owner's garage accidentally started the engines, causing it to dash across the road and leap over the embankment. The damaged car was removed in three hours by the Dragon Motor Company's breakdown gang.

BROOKLANDS.

Two Interesting Performances.

Two interesting performances have taken place at Brooklands recently. In the first place, the Bugatti which was second in the 200 Miles Race, has attacked and beaten the record for the test hill. The new record time for the climb is 8.40 seconds, and the car was travelling at about 53 miles an hour as it came "over the top."

I am told, says a writer, that the Bugatti leapt some twenty-five feet forward with all wheels clear of the ground as it came over the sharp crest, and I can well believe it. This climb, by the way, is from a standing start, and to attain such a speed in the short length of the hill isn't bad acceleration even leaving the gradient (largely 1 in 4) out of account.

The other record-breaking performance was put up by a two-litre Bianchi car, with Cap. A. G. Miller at the wheel. Altogether, nine records fell to the Bianchi, its best speed being 98.47 miles an hour over a flying half-mile. The ten miles record now stands at an average of 92.31 miles an hour.

A pleasant day's travel: which was followed by many days of hard going across Nevada and through the mud of Wyoming and Nebraska. From Omaha, Nebraska, the same route was followed as the outward journey.

In spite of the fact that as much rough usage was crammed into the four short weeks as is usual only in a period of many months, only minor adjustments were made on the three cars from the time they left the factory until they returned.

Examination in the C. mpany's laboratories showed every part of the powerful mechanism to be in perfect condition; and the engines in all of them were running with a sweetness of action even greater than when they rolled away from the factory brand new.

"GADGETS" AT OLYMPIA.

Some Interesting Exhibits

Dealing with the Motor Show, a writer says:—For the visitor who is not thinking of purchasing a car, or who has already decided upon his new make, there is undoubtedly more material of interest in the galleries than on the ground floor, and usually more opportunity to examine the exhibits that catch the eye.

Take the case of Mann Egerton, for example. Among the many useful "gadgets" shown it is difficult to pick upon one of outstanding interest or utility, although probably in the latter category the M.E. Atomiser—a fuel economiser on rather novel lines which, incidentally, I know to be effective—holds first place.

ELECTRICAL EQUIPMENT.

Again, those in search of novelty will find plenty and to spare among the various items of Midgley electrical equipment, and may find profitable employment in comparing the Midgley system with the well-tried standard patterns on the stands of such firms as Lucas, C.A.V., Brolit, Rotax and Smith. The main point to be observed in the Midgley equipment is the automatic control, by which the charging current is reduced to a minimum when the batteries are fully charged.

Shock absorption is an over-recurring topic of conversation among enthusiastic motorists, and a fresh stimulus will be given by examination of the wide variety of types of absorber and snubber, including at least one new pattern, shown at Olympia.

Even a "fully equipped" car offers plenty of scope for those who like to have numerous dials on the instrument board, and there are so many devices which are more than merely decorative that I am afraid even to start describing them. A useful trio, however, is the Tapley gradient meter, the Boyce motometer, and the Runbaken petrol level gauge.

There are, of course, many standards upon which strict utility rules to the exclusion of mere casual interest. How, for instance, can one expect the Anglo-American Oil Company or the British Petroleum Company to make a sensational exhibit out of their familiar green or buff cans? And yet the photographs of the great British refinery at Llandarcy, on the latter company's stand, and the Angloco Depth O' Meter and visible discharge meter are well worthy of inspection.

A MOTOR TYRE PROBLEM.

Weight of Car and Air Pressure.

A correspondent puts a rather interesting if not altogether new query, and as it is one that may crop up in any motorist's experience, I am going to discuss it, says a writer in a Home paper.

The question runs, "As I have not an engine-driven tyre pump, is it worth while to jack up a wheel before pumping by hand? And, supposing I do, how much under-inflation should I allow to make up for the increased pressure when the jack is let down?"

The answer to the first part of the query is easy: It is not worth while, for although you do actually have to raise by a fraction of an inch that portion of the weight of the car that is borne by the wheel in question, it is done, in effect, by the pump, through a very "low gear," and the additional effort is infinitesimal.

DECEPTIVE SIMPLICITY.

The second part is not quite so easy. It is, in fact, deceptive in that its apparent simplicity conceals a trap. The problem is: By how much does the weight of the car increase the pressure in the tyres?

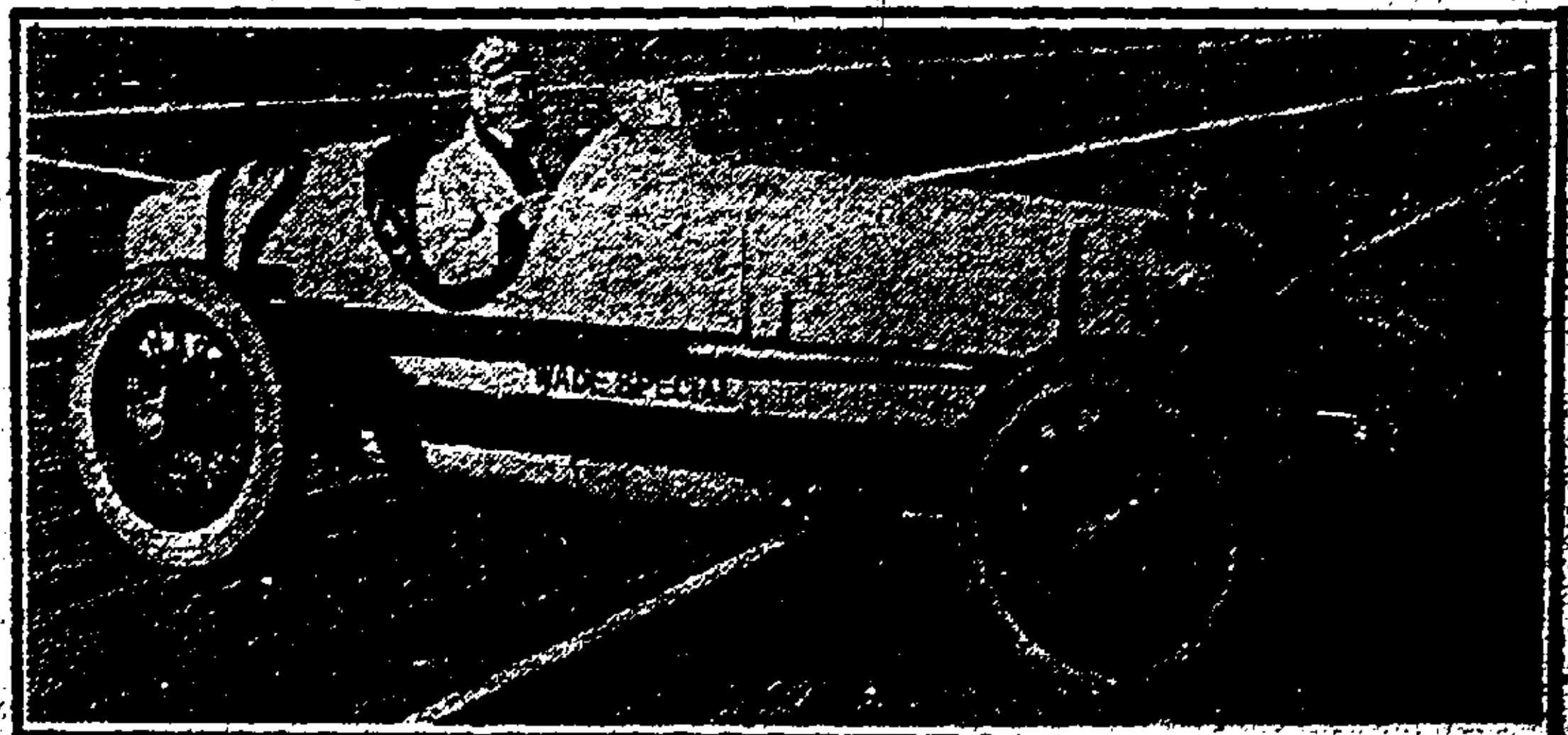
The answer furnishes the figure by which the under-inflation of a jacked-up tyre is permissible. And the answer is zero!

The weight of the car has no effect whatever upon tyre pressure. You pump, say, 50lb. to the square inch into the tyre, and until you release the valve or otherwise add to or subtract from the amount of air in the tube, at 50lb. will the pressure remain, whether the wheel is working or resting on the "spare" bracket.

Don't be tempted hastily to say that this is nonsense! If you think a moment you will see that it is right. When the weight of the car causes the tyre to bulge slightly, it merely displaces some of the air at that particular spot, but does not increase the pressure within the tyre as a whole. To put it another way, the weight alters the shape of the air container without changing its capacity.

So now you will not be misled into serious under-inflation by what is, I admit, a specious charge meter are well worthy of inspection. You see it is a fallacy, nevertheless.

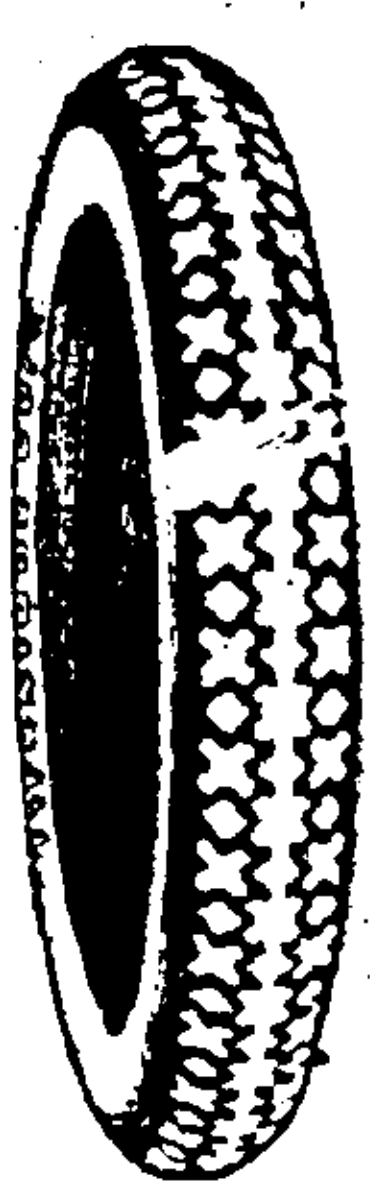
WINNER OF \$9,000 (gold) PRIZE.



Above is Haxian Fenglar on the machine with which he won a \$9,000 prize in the Kansas City contest. For the 250 miles he averaged 115.2 miles per hour.

Firestone

Firestone Gum-Dipped Cords and Steam-Welded Tubes were the equipment on each of the first five cars to finish the 200-mile Championship Automobile Race of September 4th, 1923, at Altoona, Pennsylvania. The winner, Eddie Hearns, drove the entire distance in his Durant Car on Firestone Gum-Dipped cords without a stop, averaging 111.5 miles per hour, thus establishing a new world's record for 122 cubic inch c.c.s. The first eight miles of this race run at an average speed of 125 miles per hour.



Most Miles Per Dollar

DISTRIBUTORS: **The DRAGON MOTOR CAR Co., Ltd.**

THE COMMERCIAL MOTOR SHOW.

INTERESTING NEW BRITISH DEVELOPMENTS.

APPEALING TO OVERSEAS MARKETS.

London, November 29. Some very useful light commercial vehicles are based upon the 8 h.p. Rover chassis with long wheel base. A most attractive exhibit here is the commercial traveller's 2-seater, which is a thoroughly comfortable little car with sample accommodation for samples, so arranged as to combine utility with smart appearance. Another useful commercial traveller's vehicle is based on the little 7 h.p. Austin so equipped that the samples are carried in the rear. The traveller who acts as his own driver. At the rear shelves are provided. The 12 h.p. vehicle exhibits.

These are fully representative of the commercial vehicles of the day, which are able to carry up to 15 cwt. of general goods. A modification of the 25-30 h.p. Talbot takes a comfortable fifteen-seater charabanc body with an enormous stride despite the enormous trade conditions. The result has been much reduced mileage to the gallon. The result is a vehicle which is extremely well suited for country work. British manufacturers still pin their faith on the principle of producing machines which will be reliable, durable and cheap to operate. For this reason they have not made low price their only objective for the good reason that the real cost of operating a commercial or public service vehicle is less a matter of the chassis than of the vehicle itself. Here we have a first cost of the vehicles themselves designed to run on solid wheels than of the subsequent tyres and selling complete with costs of running and repairs van body, for £137.19.0. Features have, however, been got which are unusual but have now down to extraordinarily low levels, comparable to those ruling cylinder two-stroke water-cooled engines, the epicyclic gears and before the war. Where prices are mentioned in the following remarks, they are those charged suspension.

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VEHICLES FOR LIGHT AND HEAVY LOADS.

When the war terminated the British industry was organised to produce 3-4 ton vehicles in very large numbers, but was not immediately in a position to turn out in quantity either much being manufactured at the lighter or much heavier models. rate of 100 a week. Consequently, during the last maker's intention being to work two years, the main developments up to 250 a week in the near have been at the two ends of the future. The chassis is a very scale rather than in the middle, clean and simple production. In particular, the old reproach weighs only 23 cwt. and has an engine which develops 30 h.p. at 1,560 r.p.m. The gear box gives wanted vehicles for loads of three speeds and the final drive about one ton has been re-built by worm gear. The price is moved. Several manufacturers remarkably low, being only £295, are now marketing thoroughly complete with electric lighting good models for 20-25 cwt. loads, outfit and solid tyres. An extra capable of running on pneumatic £17 is charged if pneumatic tyres or on solid tyres, possessing ample are fitted.

As regards vehicles for heavy loads, the Exhibition showed a general consensus of opinion to pneumatic tyres and electric lighting outfit at the attractive six-wheeler will presently be in price of £345. Of rather heavier construction is the 25-30 cwt. L.V.L. This is a new make produced by Light Vehicles Limited, of Wolverhampton. It is designed for a heavy load on a single axle, gross load of 37 cwt. and sells at £395. The clearance is 9 1/2 inches and the wheel track 4 ft. 8 ins. The springs are long and flexible, cooling is by pump, a radiator of extra depth being supplied for tropical use. The chassis results from scientifically standardized by the best specialists. It has now been in public use long enough for conclusive evidence of its qualities to have been secured. The Bedford 25-30 vehicle has a clearance of over 10 inches and a wheel track of 4 ft. 8 ins. Cooling is by pump and the 'Colonial' model is fitted with an extra large radiator and with towing hooks. Large numbers of Bedford vehicles are in the service of the Great Western Railway, many of them running constantly and successfully over bad and mountainous roads in Wales and the West of England. On the

LIGHT VANS AND TRAVELLERS' CARS.

Reverting to light work, there has come into existence a class of small box vans for loads round about 5 cwt. These are based on inexpensive touring car chassis, but many of them are true commercial vehicles inasmuch as all the advisable changes of design have been incorporated. In price, they are competitive with foreign propositions. Though in first cost, the foreigner may still have some advantage, the British models are calculated to operate with extreme economy in respect of fuel, tyres, and so on and are therefore likely to be found in the long run the cheapest propositions.

In this category comes the chassis supplied to the G.V.P. (General Vehicle Production) Co. by the Rover works. It is a small box van for loads round about 5 cwt. These are based on inexpensive touring car chassis, but many of them are true commercial vehicles inasmuch as all the advisable changes of design have been incorporated. In price, they are competitive with foreign propositions. Though in first cost, the foreigner may still have some advantage, the British models are calculated to operate with extreme economy in respect of fuel, tyres, and so on and are therefore likely to be found in the long run the cheapest propositions.

chassis has four speeds, worm drive, and foot and hand brakes both operating on the rear wheels.

The Albion has always been a popular vehicle Overseas as well as at home and the present 30 cwt. model has been selling largely in all markets during the last year or so. No fewer than 210 30-cwt. Albions have been supplied to the Indian Government in the past eighteen months, these being for use principally on the North West Frontier and having, I am told been ordered after exhaustive tests, to replace various foreign machines of various nationalities which had proved unsatisfactory under such exacting conditions. Special tropical radiators are fitted and the speed is strictly governed so that the vehicles can be put into the hands of native drivers after a short period of tuition. The design conforms to Overseas requirements in respect of ground clearance, wheel track, and so on, and at one time or another large numbers of Albions have been supplied to the Crown Colonies.

There are, of course, other well-known makes in the 30 cwt. class as, for example, the Vulcan and the Guy, but at the present Exhibition these makers have preferred to emphasise their 40 cwt. models.

THE TWO TONNERS.

The various spheres of utility of a good 2-tonner at moderate price are well exemplified by the Vulcan exhibit, consisting of four complete vehicles on similar equal chassis, which have engines rated at 22 1/2 h.p., four-speed gear boxes, overhead worm drive and a track carrying capacity. It appears that, despite the much increased efficiency of engines, the power of a twenty-six ton unit employed on vehicles of the 'one-ton' type, the second given capacity are no smaller than they were ten years ago. This seems to indicate an appreciation of the fact that the Overseas markets have demanded more power with the concurrent advantage of less gear working under exceptionally bad conditions.

Used Car Prices.

Readers may be interested in the following record of prices realised at the recent sales conducted by Messrs. Auto Auctions, of Horseferry-road, West of large tyres. The springs are minster; 1921 11.9-h.p. Calent all-spring leaves are lubricated by Fiat, £230; 1922 11.9-h.p. Swift gravity feed from the axle. The two-seater, £230; 1923 24-h.p. chassis is lubricated by oil. The two-seater, £210; 1923 throughout, no grease being 11.9-h.p. Bean two-seater, £205; 1923 11.9-h.p. Morris Cowley two-seater, £192; 1923 10.15-h.p. Cal are automatically oiled, the work-seater, £180; 1923 of lubrication being thus de-thorp two-seater, £180; 1923 creased to a minimum. Inter-8.9-h.p. Belsize-Bradshaw two-seater, £175; 1923 10-h.p. Sinker are the diagonally-placed valves; 1923 15.9-h.p. Cabin with their oil-lubricated valve; 1923 14.7; and 1922 11.9-h.p. gear, and the detachable cylinder; 1923 16.2.

1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

33.8 MILES PER GALLON

on a run from New York to San Francisco.

THE GRAY TRUCK CHASSIS

is fully equipped with

Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

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FUL-FLOTEING SIDECAR SPRINGS

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OLIVE GREEN COLOUR SCHEME

FIRST IN ACCELERATION
AND FUEL CONSUMPTION
TESTS FOR COMBINATIONS
HELD IN RECENT TRIALS.

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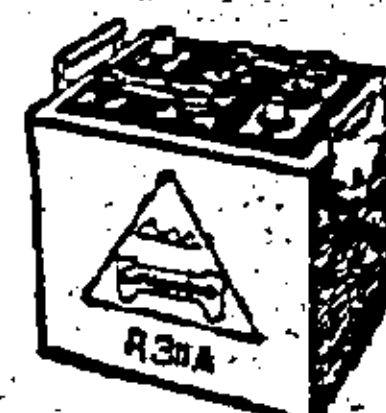
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- We have a large stock of spare parts for Columbia Batteries.



We give free battery inspection service at our Wong Nei Chung Road (Happy Valley) Service Station.

This includes:—

- (1) Filling with distilled water.
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- (3) Cleaning and greasing the terminals.
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Telephone C7555.

LYMPNE GLIDER CONTEST

87½ MILES

flown on 1 gallon

of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

SHELL

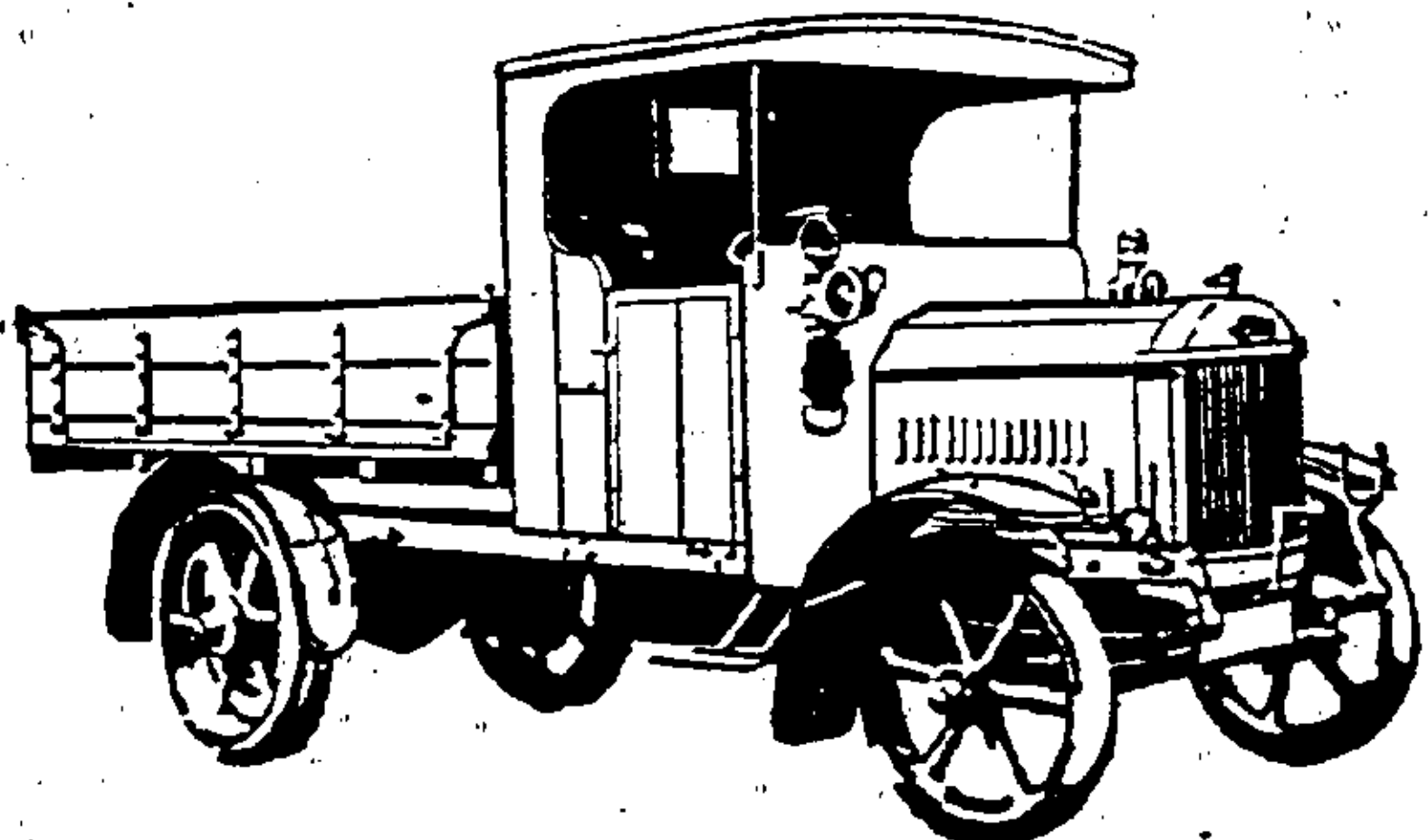
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2-2½ ton truck chassis—£740.—0-0
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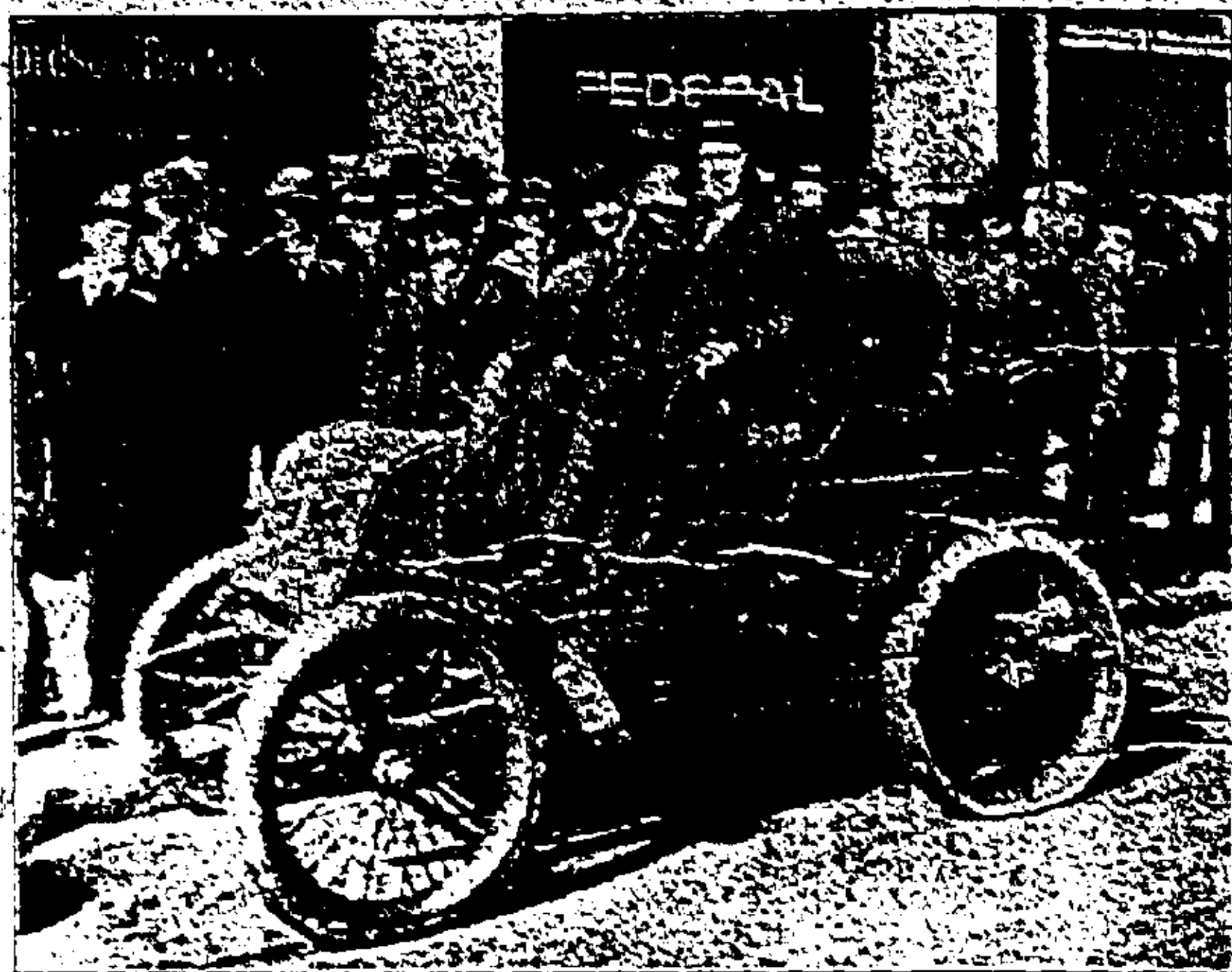
Scrubbing Day.

Minneapolis has started a crusade against dirty license tags. Accordingly, Sunday, November 21, was designated wash day at Nicollet Park, those attending in this respect being escorted by the police to the point where wash tubs and scrub brushes were awaiting them. It is expected, with but one end to the great difficulty in reading license plates due to a coating of mud. — *Automobile Topics.*

Spare the Rods.

Never cut off the pull brake rods unless absolutely necessary and even then be sure that the brake lining is not at fault—lining too thin or oil soaked. — *Automobile Topics.*

A TWENTY-THREE YEAR-OLD CAR.



This single-cylinder Winton, built in 1900, was displayed in an "Old Car Exhibit" at a recent luncheon given by the San Francisco Advertising Club in Palace Hotel. A twenty-year-old motor car is a rare thing now and naturally this old car excited much curiosity. How long ago 1900 seems when you look at one of these early cars! In the illustration, Mr. H. L. Owsney, manager of the Winton Company's branch house in Los Angeles, is shown at the steering lever.

ROAD LAW.

BY BERTON BRALEY.

Drive a Ford or a Packard Six, Rolls-Royce, Paige or a Cadillac. It matters not on which you fix Your buying eye when you pay your jack: The fact remains, when you hit the track With Touring Model, Sedan, Coupe, From here to Any Old Place and back, A Load of Stone has the Right of Way.

You may know all of the fancy tricks, You may be blessed with a special knack Of wriggling out of a traffic mix, But don't forget that an ugly whack Awaits the bird in a pleasure hack Who gets too fresh with a loaded drag, He'll stand in the ruins and cry, "Alack, A Load of Stone has the Right of Way."

In the city or "out in the sticks," The laws are written in white and black, But regulations are simply nix, When a truck has a lot of stone to pack, Its backfire sounds like a bomb attack, And if with the driver you dare get gay, Your car'll resemble smashed bric-a-brac, A Load of Stone has the Right of Way. Every Drivers, list to this wise, wise crack, If you forget it you'll rue the day, And moan, while standing 'mid wreck and wrack, "A Load of Stone has the Right of Way."

THE "GAMBLE" OF CAR PRICES.

Unwise Cutting Down.

To-day (says Capt. E. de Normandie in a Home paper) I want to claim your attention for a plea for the greater stability of our British motor industry. And please do not run away with the idea that it is no affair of yours. It is—just a little directly, and a good deal indirectly.

Now that the show is over we can spare time for looking into such problems, and see where the defects are, and what measures, if any, can be taken to effect a remedy. And now I am going to put the cart before the horse by giving you a simple little sum in arithmetic. We shall work back to its precise meaning in a moment.

OUTPUT AND PROFIT. Let us assume two motor-car manufacturing firms, respectively Jones, Limited, and Smith, Limited. If Jones, Limited, produce—and sell—10,000 cars a year, at a net profit of only £10 per car, they earn the handsome sum of £100,000 wherewith to pay the shareholders. Remember the net profit—only £10 per car.

If Smith, Limited, only sell 500 cars a year, they require a net profit of £200 per car in order to earn £100,000 a year.

You see, therefore, how vitally the question of a large output affects profit-earning; and its effect on the reduction of production costs is nearly as striking.

And you see, therefore, how every manufacturer of popular types of inexpensive cars longs to be amongst the select few with really big outputs. It is his prime goal.

A LEGITIMATE GAME. It is a legitimate game, and really why there has been so much piling up of the motor cars, and the really big outputs, and good organisation—can give the value to the public, which is long run.

very small net profit per car makes possible.

Others put the cart before the horse and try to obtain a large output by previously pricing the car at the figure it could sell at, if the large output were existing in actual fact.

If one or two went in for this "gamble"—I use the word in no uncomplimentary sense, as it is a bonafide business "gamble," all would be well.

But when so many select the same moment for their "cut-price-build-up-output" effort, it is obvious that all cannot succeed. And that is precisely the position of our motor industry at the moment.

It is unstable because of its prices. And those prices are frequently economically impossible; they are the result of panic efforts to "get output"; they are not due to honest competition on an economically possible basis.

ANY REMEDY POSSIBLE?

I am prepared to admit that all this is of primary interest to the motor trade itself; but it has also an interest for the public. In general terms, the more stable the British motor industry, the better for everyone connected with the development of British motoring.

There remains the more difficult problem of how to remedy this state of affairs—how to get our British motor industry back to the more stable conditions which used to exist.

It is a very difficult problem, and can only be cured by drastic means. My suggestion has many defects—but here it is!

Let the trade organisations get together and say, "In future we will only protect the prices of cars which we know to be of a reasonable standard."

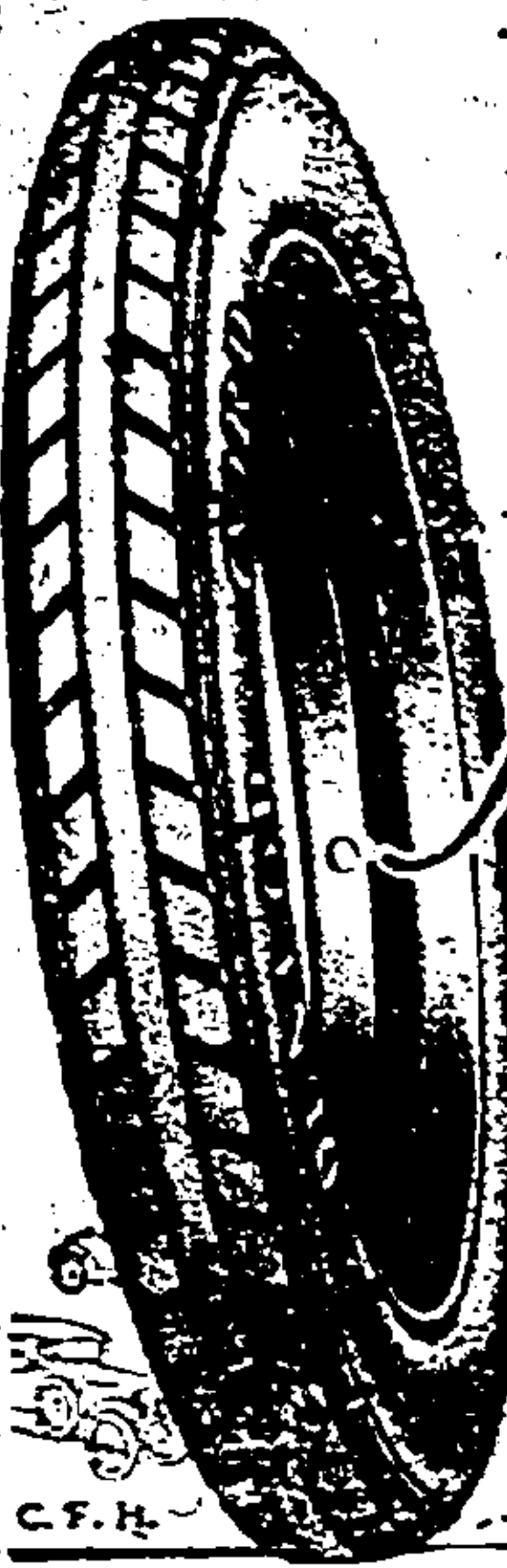
Such action would fairly put the motor trade on its feet, and the really big outputs, and good organisation—can give the value to the public, which is long run.

DUNLOP

CORDS

for Motor Car or Motorcycle

THE size of your tyre bills depends upon how much mileage you get out of your tyres. Watch Them. Fit a Dunlop Cord next time. Note how much longer it lasts than other tyres. The test of its merit is on your car, not in our argument.



BE FREE OF ALL TYRES TROUBLES DURING 1924.

fit Dunlop and be satisfied

AS SUPPLIED TO THE HONGKONG GOVERNMENT.

Obtainable in all sizes from stocks carried by The Hongkong and Kowloon Tyre Co., Ltd., Kowloon, and J. Gibbs & Co., Alexandria Buildings, C. 174 (Sundays & Holidays C. 433).

DUNLOP Rubber Co., (China Ltd.)

Founders throughout the World of the Pneumatic Tyre Industry.
4 A. Des Vaux Road, Central, Hongkong—Phone C. 4554

STUDEBAKER SPECIAL SIX.

SETS NEW SPEED RECORD.

Thundering over 854 miles (1,365 kilometres) of desert roads and mountain trails lying between Salt Lake City, Utah, and Los Angeles, California (U. S. A.), a 1924 Studebaker Special Six standard touring car, driven by Mr. D. A. Jenkins, of Salt Lake City, broke all existing road records between these two points and lowered the best previous running time by one hour and fifty-eight minutes.

Leaving Salt Lake City at 4 a.m. on October 14th, Mr. Jenkins arrived in Los Angeles at 2.43 a.m. October 15th. 23 hours and 43 minutes thus elapsed. This is one hour and ten minutes less time than is required by the Los Angeles Limited, the fastest train between these two points.

This record, timed and verified by telegraph officials, sets an accomplishment for speed between Salt Lake City and Los Angeles which has never before been equalled by automobile or railroad train.

Even more remarkable than the record of speed attained, was the endurance displayed by the car. Despite the fact that the course lay over mountain and desert roads, over which the cooling system of the car was naturally subjected to severe test, no water was added to the radiator during the entire run. The American Express Company, sealed the filter cap at Salt Lake City and broke the seal at Los Angeles. When checked in at the end of the trip, the motor was running as smoothly and as silently as it was when it left Salt Lake City.

With the addition of this record four official road records are now held by Studebaker in California. The three previous records were set by the Studebaker Light Six. Despite innumerable attempts to lower them, these records have remained unequalled for nearly three years. They are:

Valley route record—Los Angeles to San Francisco, total distance, 411.1 miles; (660 kilometres). Official time, 9 hours, 15 minutes, 50 seconds.

Coast Route Record—Third and Townsend, San Francisco to main postoffice Los Angeles, total distance, 125 miles (201 kilometres). Official time, 10 hours, 12 minutes, 30 seconds.

Round Trip Record—San Francisco to Los Angeles and return, total distance, 242.2 miles (389.6 kilometres). Official time, 21 hours, 22 minutes.

MR. CAR OWNER!

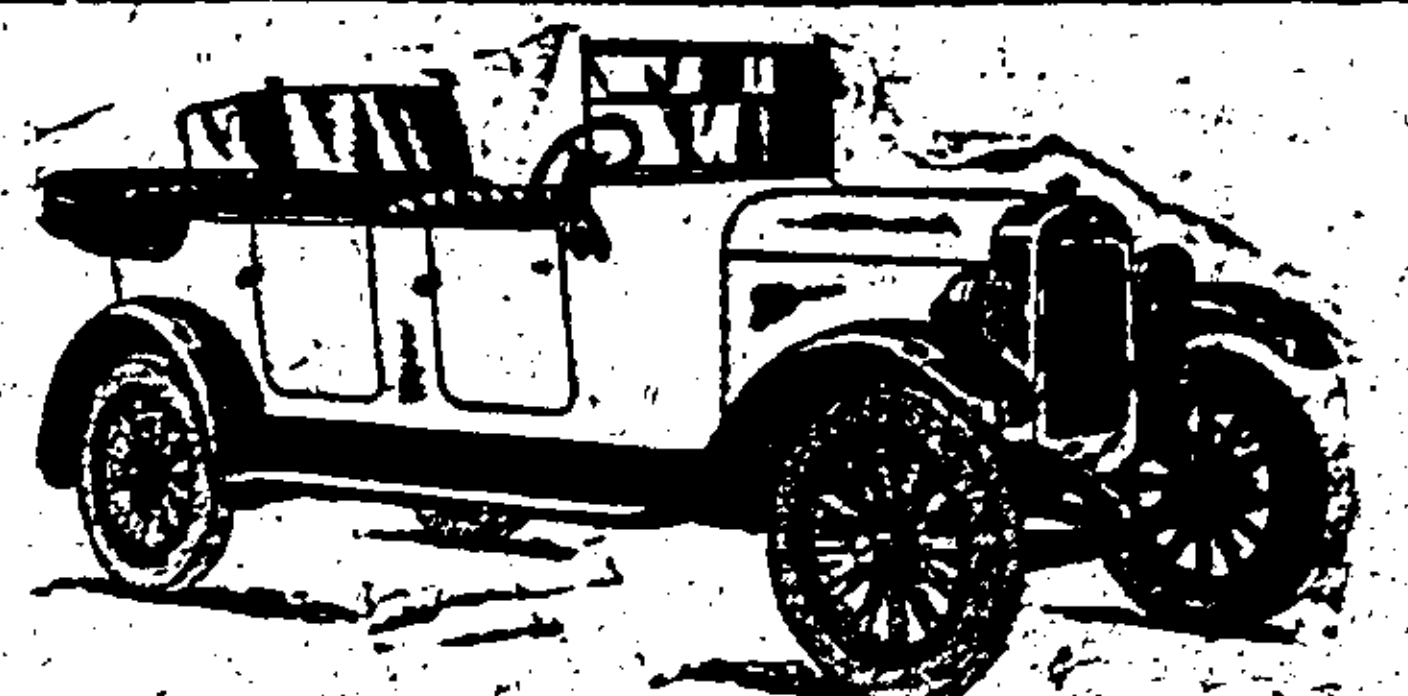
Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new?

THE ELECTRICAL DEPARTMENT
OF THE HONGKONG HOTEL.
EXPERTS IN PLATING.

THE HONGKONG AND SHANGHAI HOTELS LTD.

NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity facilities presented through this supplement, are requested to send copy not later than the Wednesday preceding publication.



BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices. Immediate delivery can be given on 20 h.p. Touring Models.

Austin

Prompt shipment on all other models.

Catalogues may be obtained from the

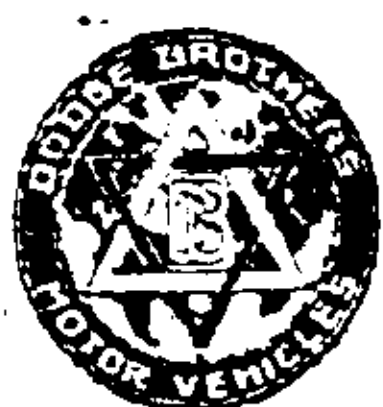
Alex. Ross & Company

Bank of China Building, DUNDRELL STREET

Telephone Central 2487

DODGE BROTHERS ANNOUNCE

Important improvements
in the appearance and riding
comfort of their motor cars



The DRAGON MOTOR CAR Co., Ltd.

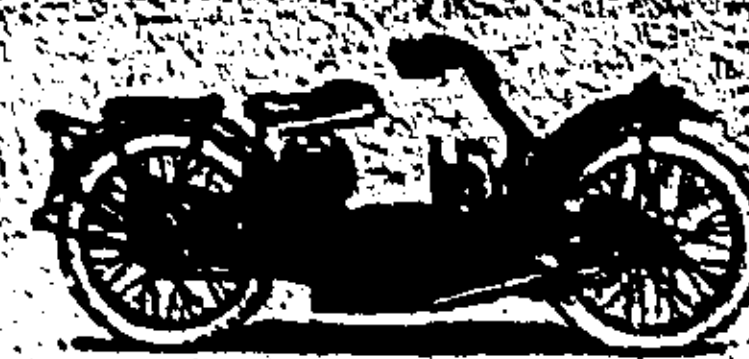
Registered Head Office & Show Room
Wong Nei Chung Road (Happy Valley). Telephone Central 3950.

SOCIETY GIRL AS MECHANIC



Every good motor sales-man knows the various parts of the car she sells. That's why Lydia Plunkett (above), New York society girl, is studying auto mechanics. She was later a saleswoman at the benefit night for the National Child Labour Committee, commissions from which were donated to charity.

NERACAR



"SAFETY FIRST"

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills—such as the Chin Wan Hill—it will give a speed of 25 miles per hour, as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed to meet the needs of people who, in their daily occupations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

De Sousa & Company, Limited.

Sole Agents for South China.

2nd Floor, St. George's Building, Telephone C. No. 1264.

NOTABLE CARS AT OLYMPIA.

Interesting Lightweights Described.

A writer in a Home paper says: "Although 'eleven-point-nine' is the most popular designation of the others being equipped with the light car, there are quite a number of firms who have not followed the general lead and made the bore of their cylinders light car worthy of particular attention. It is made in two models, of 9.8 h.p. and 11.9 h.p. and while the chassis at the attractive price of £235 'all specification' would appear absolute, the Riley is another, and the Riley engine has a bore of 55.8mm., giving a Treasury rating of 10.8, and has proved itself capable of propelling elaborate closed coach work with comfort and efficiency.

Besides the bare chassis on the stand at Olympia, there is quite an imposing range of complete Riley cars, including a four-door, four-seated saloon and several different types of all-season body. The Riley company is to be congratulated upon the good use they have made of their stand area. Among the newer cars, the equipment takes the place of Baylis-Thomas range is interesting, in that four different models, all within a few miles of each other in regard to cylinder bore, are staged. The 12-22 h.p. engine comes just within the official classification of 'light cars' with a cubic capacity 2mm. under the maximum of 1,500.

Few alterations have been made in the Angus Sanderson car, and only complete vehicles are exhibited.

It is interesting to compare the 13-30 h.p. car, which is a new model for 1924, should be a useful family vehicle, its capacity being 1,795 cc. And, midway between the two smaller engines, there is a 10-20 h.p. model of 1,247 cc. The smallest and the biggest of the four have overhead valves, the four being equipped with side valves of conventional pattern. The Hampton is another model, of 9.8 h.p. and in point. The Standard, now sold at £235 'all specification' would appear absolute, the Riley is another, and the Riley engine has a bore of 55.8mm., giving a Treasury rating of 10.8, and has proved itself capable of propelling elaborate closed coach work with comfort and efficiency.

MORE COASTING HINTS.

Engagement of the Indirect Gears.

There are many cases where gear changes are necessary, and some of these changes are not quite simple. But they can be done by reasonably expert drivers, and are very useful, says Capt. E. de Normanville in the *Daily Chronicle*.

Take the case, for example, where you have started coasting down an unknown hill. It suddenly commences to become steeper than you imagined, and you feel as though you would be much happier with the second speed in—assuming a three-speed gearbox. The procedure is similar to that described for the top gear, but requires greater accuracy.

ROAD AND ENGINE SPEEDS.
The first point to note is that the speed of the car is within the range of your second speed gear when the engine is driving the car.

If you know, for example, that the maximum speed you can get out of your car on second gear on a level road is 28 m.p.h. and the car is already doing 32 m.p.h. it

is no use trying to get into second. If your judgment is wrong no amount of pressure will get the gear in, and you will only make an unholy noise—even if you do not damage the gearbox.

For getting from neutral into first gear, or for changing from top to bottom gear direct (occasionally desirable) the procedure is similar. But you must bear in mind that the "bigger the jump" the greater the need for accurate judgment.

Finally, you should train yourself to these accomplishments by practice on a level road at slow speeds. Don't try your first experiment on a hill. And a reasonable amount of intelligent practice should soon ensure your efficiency.

HOW TO LEARN.
Generally speaking it would be found easier to get into second with the assistance of clutch withdrawal. The change can be made without, but requires rather more delicate handling.

The best way to practise this change is to try it first at slow speeds on a quiet, level road. First of all make the car do 15 m.p.h. on its second gear. Note carefully the "speed sound" of the engine at that car speed.

Now go into top in the ordinary way and accelerate the car to 22 m.p.h. At that speed put the change speed lever into neutral let the accelerator go.

When the car speed has slowed down to 15 m.p.h. accelerate the engine to the "speed sound" you have trained your ear to know is equivalent to 15 m.p.h. on second gear—and try to engage it gently.

PRACTISE ON THE LEVEL.
In any of these experiments use a delicate pressure on the change

THORNYCROFT

Once again the supremacy of the world famous

THORNYCROFT

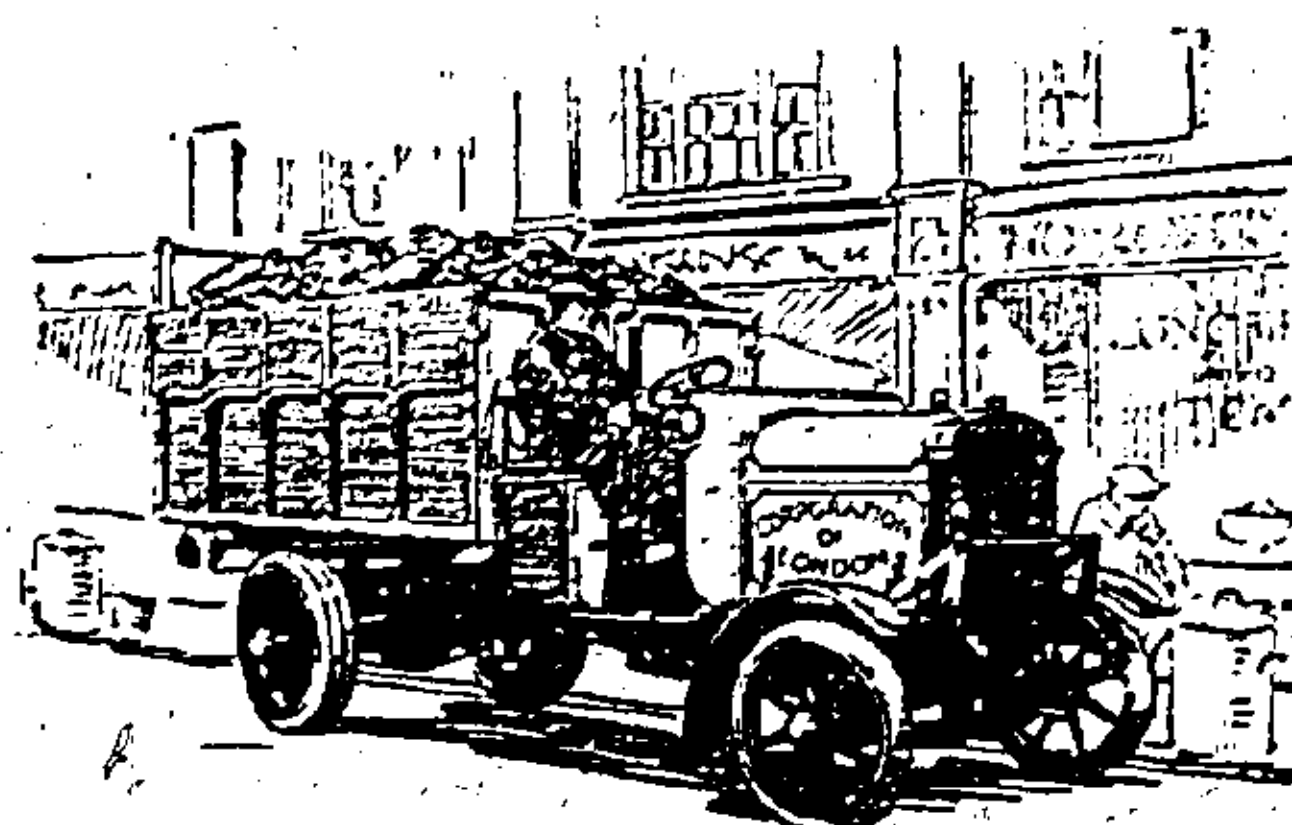
is demonstrated by the recent order of the City of Tokyo for 20 Two-ton "BT" model Trucks.

This order was placed after the Government had made extensive tests on the fuel consumption, 43 miles to 5 U. S. Gallons of kerosene was the enviable record made by a

THORNYCROFT

in these keenly competitive trials.

Once a Thornycroft user, always a Thornycroft booster.

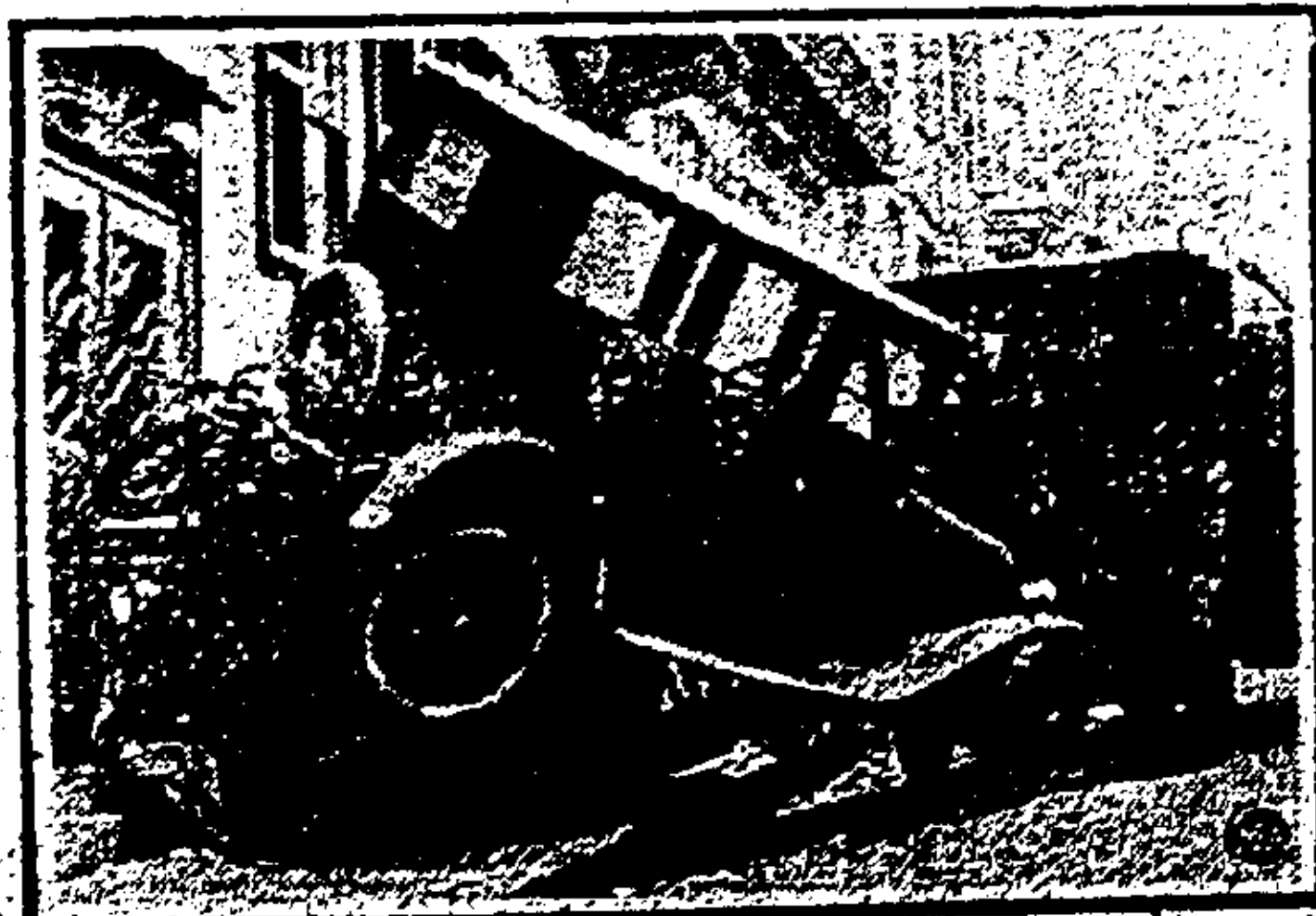


Stocks and Parts carried in Hongkong by—

THE HONGKONG HOTEL GARAGE

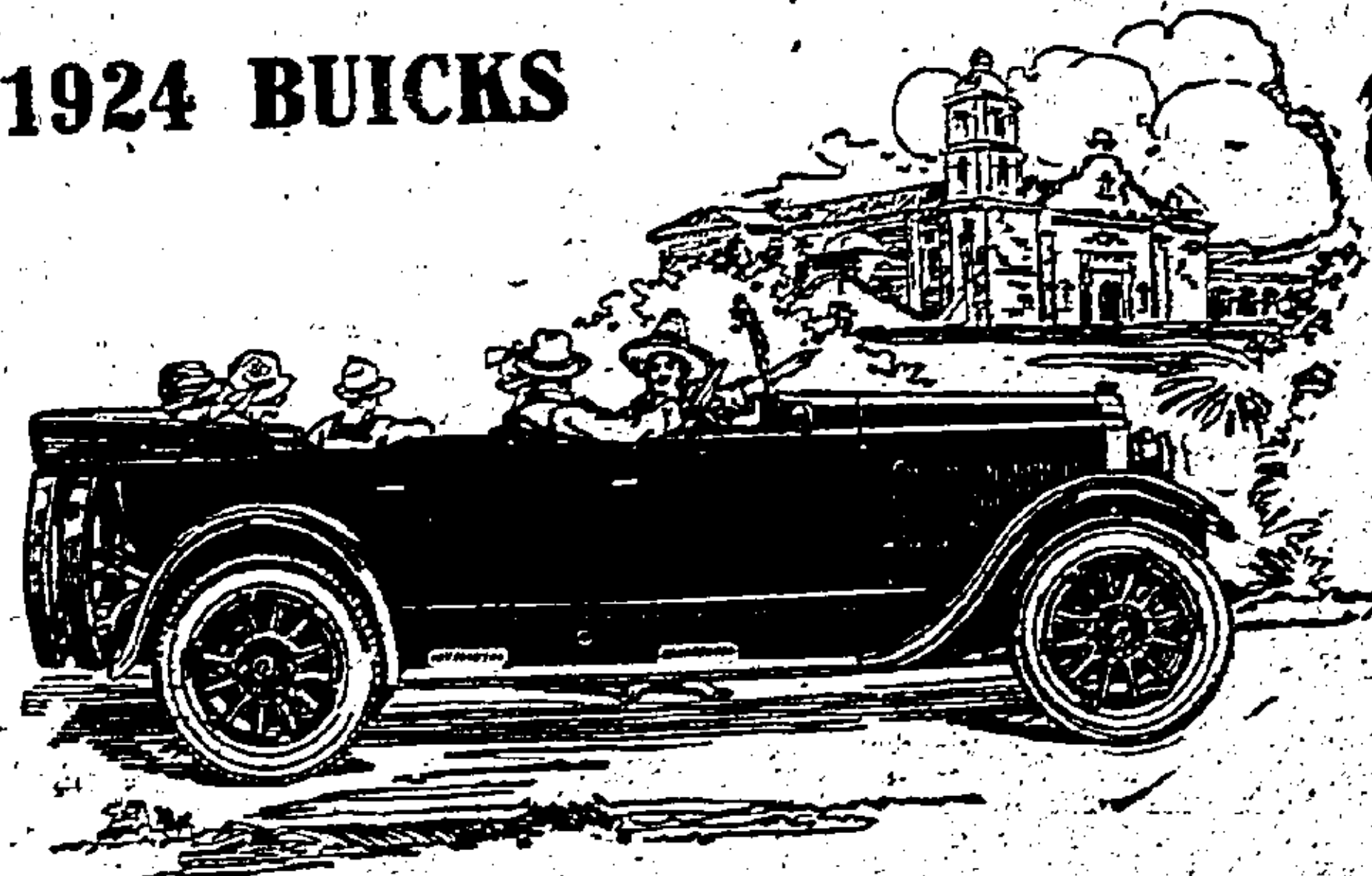
THE HONGKONG & SHANGHAI HOTELS, LIMITED.

YET NOBODY WAS HURT



Two motor cars and a truck were involved in a collision, and a third car was damaged. No one was hurt.

1924 BUICKS



For the sixth consecutive year Buick has been assigned first place at the National Automobile Shows which will be held in the United States during January 1924.

As has been the case in previous years, the choice of positions was made on the basis of the greatest dollar volume of business done by manufacturers during the year at hand. The fact that Buick has been given first place six times in succession is convincing evidence of Buick's leadership, and the leadership of General Motors, in the automotive world.

Buick is now producing over 1000 cars a day—the greatest production in its history.

The Hongkong & Kowloon Taxi Cab Co. Ltd.

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Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)

TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KHIVA	9,097	12 Jan. noon	M'les. London & Antwerp
SICILIA	6,813	19th Jan.	S'pore, P'ang, C'bo & B'bay
MACEDONIA	11,039	26th Jan.	B'bay, M'les. L'don, A'werp
CASHGAR	8,840	9th Feb.	M'les. London & Antwerp
SOUHAN	6,696	13th Feb.	S'pore, P'ang, C'bo & B'bay
MOREA	10,911	23rd Feb.	B'bay, M'les. L'don, A'werp

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,303	22nd Jan.	S'pore, Penang & Calcutta
JAPAN	6,032	2nd Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

T. ALBANS	4,500	2nd Feb.	Manila, S'kan, Thurs. Is.
EASTERN	4,000	27th Feb.	Cairns, Townsville, B'bane, Sydney & Melbourne.

Freight & passage rates from Australia with the following:-
The China S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

SICILIA	6,813	6 Jan. d'light	Shanghai
JAPAN	6,032	8th Jan.	Amoy, Shanghai, Moji, Kobe
ST. ALBANS	4,500	8th Jan.	Moji & Kobe
MOREA	10,911	12th Jan.	Shanghai, Moji & Kobe
TALMA	5,000	16th Jan.	Moji & Kobe
KARMALA	9,098	26th Jan.	Shanghai, Moji & Kobe
SOUHAN	6,696	1st Feb.	Shanghai
EASTERN	4,000	2nd Feb.	Moji & Kobe

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.
Parcels Measuring not more than 2ft. x 2ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
12, Des Voeux Road, Central.
Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

P. & O. STRAITS, CHINA & JAPAN Service.

OUTWARDS.		HOMEWARDS.	
Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENREG	14th Jan.	GLENTARA	20th Jan.
GLENSANDA	24th Jan.	GLENREG	20th Jan.
EMERKESHIRE	9th Feb.	GLENREG	1st Mar.
RADNORSHIRE	25th Feb.	GLENREG	1st Mar.
GLENLUCE	10th Mar.		

Movements are subject to change without notice.
For freight or further particulars, please apply to:-

JARDINE MATHESON & CO., LTD.
AGENT: **THE GLEN LINE, LTD.**
Telephone Central No. 215, sub-ex. 45 and 2496.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers.	Next Sailings from Marseilles.	Pro. arr. at H'k. and sailing for S'hai & Japan.	Pro. Sailing from H'k'ong for M'les.
PAUL DECAT	—	—	7th Jan.
ANDRE LEBON	—	—	21st Jan.
AMBOISE	—	—	4th Feb.
CORDILLERE	14th Dec.	14th Jan.	18th Feb.
ANVERS	28th Dec.	31st Jan.	3rd Mar.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A Class (1st Class) £25.0.0 B. Class (1st Class) £20.0.0
Steamers 1st Class £20.0.0 (Steamers) 2nd Class £12.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BEATS)

S.S. MEINAM loading for Manila, Marseilles, Havre.

Antwerp & Dunkirk about 11th January.

Also through Bills Lading issued to Helsinki, Riga & Riga.

For full particulars apply to:-

Messageries Maritimes Co., 3 Queen's Building.

TELEPHONE CENTRAL 749.

CONSIGNATION. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 5403, G. 5420, G. 5440.

KAGA MARU ... Tuesday, 8th Jan. at 11 a.m.

ITO MARU ... Monday, 28th Jan.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

HAKONE MARU ... Wednesday, 16th Jan. at 11 a.m.

SUWA MARU ... Wednesday, 30th Jan.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, etc.

YOSHINO MARU ... Wednesday, 16th Jan. at 11 a.m.

AKI MARU ... Wednesday, 13th Feb.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Thursday, 10th Jan.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWAKURA MARU ... End of Jan.

BOMBAY via Singapore, Penang & Colombo.

SADO MARU ... Thursday, 10th Jan.

MOJI MARU ... Monday, 28th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ... Sunday, 27th Jan.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Sunday, 13th Jan. at 10 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MATSUYE MARU ... Sunday, 13th Jan.

WAKASA MARU ... Sunday, 20th Jan.

HAKOZAKI MARU ... Wednesday, 23rd Jan.

For further information apply to:-

NIPPON YUSEN KAISHA, Y. YAMAMOTO, Manager.

Tel. Central Nos. 292, 293 & 2422.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sailing on or about 25th Jan.

LYDD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "PERSIA" ... Sailing on or about 7th Jan.

S.S. "ANNA" ... Sailing on or about 12th Jan.

S.S. "ROSANDRA" ... Sailing on or about 3rd Feb.

For BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "DUCHESSA D'AOSTA" ... Sailing on or about 7th Feb.

S.S. "PERSIA" ... Sailing on or about Early Feb.

This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UNVOLST" ... Sailing from Calcutta on or about 7th Feb.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong from Australia. Leave Hongkong for Kobe.

KUI. 5th Jan. 8th Jan. at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried, Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong Subject to alteration.

Sandon Hall 13th Jan. Havre, London, R'dam & Hamburg.

City of Cambridge 26th Jan. M'les, London, R'dam & H'burg.

PASSENGER SERVICE.

City of Canterbury 10th Jan. Shanghai & Kobe.

City of Canterbury 21st Feb. Marseilles, London, etc.

City of York 30th Mar. do.

City of Cairo 18th Apr. do.

FARES TO LONDON.

Single 1st Class A £92. B £84. 2nd Class A £68. B £56.

Return 1st Class A £161. B £147. 2nd Class A £108. B £96.

Cargo Steamers Saloon Passage £56.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.

CANTON. Tel. Central 750.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
SANDAKAN	Mausang	Sat. 5th Jan. at 1 p.m.
HAIPHONG via Hoibow Cheongahing Sun.	Hosang	6th Jan. at 10 a.m.
BANGKOK via Swatow Hopsang	Tues.	8th Jan. at 8 a.m.
STRAITS & Calcutta Hosang	Wed.	9th Jan. at 3 p.m.
TAO via S'ow & S'hai Yatshing	Wed.	9th Jan. at 7 a.m.
SHANGHAI via Swatow Kwongsang	Fri.	11th Jan. at 7 a.m.
SHANGHAI	Fooshing	Sat. 13th Jan. at 7 a.m.
MANILA	Yuehsang	Sat. 13th Jan. at 11 a.m.
SHANGHAI via Swatow Taksang	Sun	13th Jan. at 7 a.m.
TTAO via S'ow & S'hai Wingsang	Wed	15th Jan. at 7 a.m.
STRAITS & Calcutta Namsang	Wed.	16th Jan. at 3 p.m.
KOBE via Dainy, Y'hama Kutsang	Thurs.	17th Jan. at 7 a.m.
BANGKOK via Hoibow Chunsang	Wed	30th Jan. at noon.

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation and are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoibow both ways.

Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chiaofoo.

Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Hosang" will be despatched on or about Wednesday, 9th Jan. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamship.	Captain.	Leaving.
Hatching...	F. J. Gill	TUES. 8th Jan. at 1 p.m.
Halfmoon...	Ellis Walker	TUES. 15th Jan. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blaks Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 5th Jan.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths. English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—**JAVA CHINA JAPAN LIJN.**

Telephone Central No. 1574. York Building, Charter Road.



REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	6th Jan.	6th Jan.	S'hai & Dainy
Tjitaroen	Japan	In port	5th Jan.	M'ear & S'hai
Tjitarang	N. China	6th Jan.	9th Jan.	Batavia
Tjibodas	Shanghai	15th Jan.	16th Jan.	Batavia
Tjilalak	S'hai-M'ear	17th Jan.	19th Jan.	Japan
Tjibondari	Java	17th Jan.	21st Jan.	Shanghai
Tjikembang	N. China	23rd Jan.	26th Jan.	Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken on through rates to all ports in Netherlands India and Australia.

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Tea that is vacuum-packed in the Brooke Bond way would doubtless retain its freshness for years. As a matter of fact, our vacuum-packed tea sells so fast that it never stays long on the dealer's shelf. The fine flavour and aroma preserved by the vacuum tin make it the most popular tea.

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ALEX. ROSS & CO., Hong Kong.**AVIATORS' FINANCIAL BAD LUCK.**

Financial disaster has again overtaken Captain MacMillan and Malins in their contemplated world flight.

The vessel "Frontierman," which left England to deposit petrol and other stores at North Pacific islands, was not only arrested by the Prohibition agents in California, but was later attached for debt.

Captain MacMillan states that £7,000 was raised to equip the expedition, which quitted England with a Bank balance of £2,000, but when bills for repairs and coal were received they found that they had to face a debit of £5,000, while further repairs were found to be necessary in California. As funds were not forthcoming, the vessel was seized and sold for £450.

MUSTARD GAS.

Story of Inner History.

Some of the inner history of the invention and manufacture of mustard gas was disclosed at the sitting of the War Invention Commission, when the claim of Dr. H. Levinstein and Professor A. Green in this connection was heard.

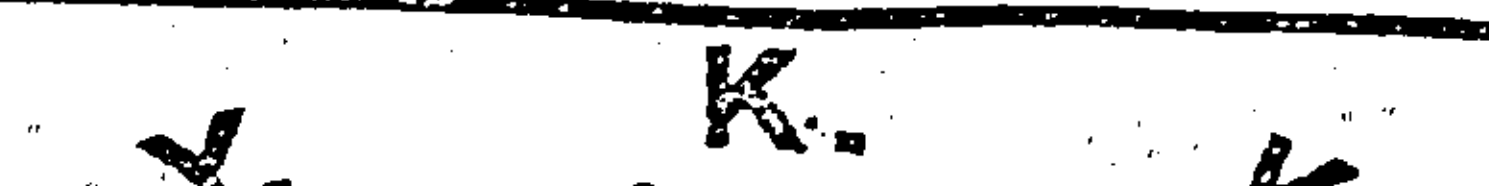
The Crown maintained that the invention was covered by an existing patent, but the applicants' counsel said that the applicants' process differed chemically from the patented process invented by Professor Pope. At the first attempt to make a large quantity of the gas, a whole potful boiled over, and, but for a covered catchpot, every man on the job would have been killed and the works would have been unapproachable for weeks. Counsel referred to the attempt of the Ministry of Munitions to make gas at Avonmouth, and said that there were 1,400 casualties there.

WHAT TO DO FOR A COLD.

Take a hot bath at bed-time and a small dose of Pinkettes then cover up warmly and go to sleep. You'll feel ever so much better in the morning.



are laxative, but they are not. They are actually the most powerful of all laxatives, and they are the only ones that are so gentle and so effective. They are the only ones that are so gentle and so effective. They are the only ones that are so gentle and so effective.

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FOR HAIPHONG via Hoibow & Pakhoi

S.S. "TAIKWA MARU" ... on or about 12th Jan.

FOR KEELUNG via Swatow & Amoy

S.S. "NANTO MARU No. 1" ... on or about 10th Jan.

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